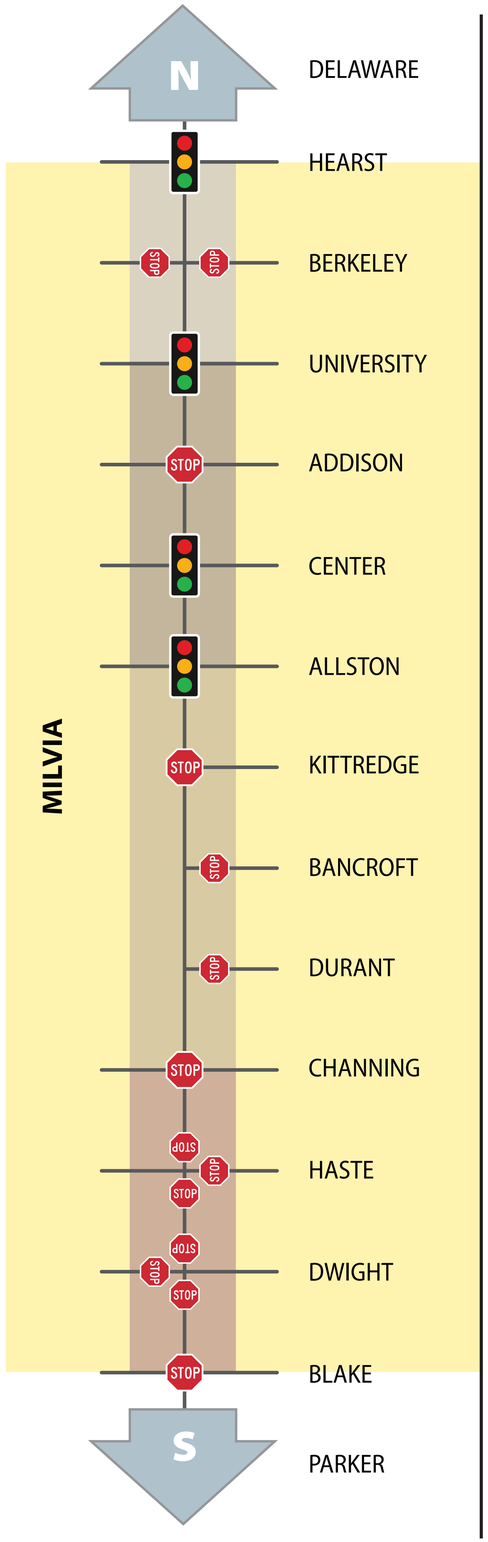
Milvia Street Bikeway Project

Public Open House

January 30, 2019

5 – 7 p.m.

City of Berkeley



WELCOME

Introduction

The Milvia Street Bikeway Project is an effort to improve safety and comfort for everyone traveling on Milvia Street between Hearst Avenue and Blake Street (0.7 Miles).
The project will study the existing conditions of the corridor and seek to make improvements like upgrading the existing bicycle facility, improving roadway intersections and calming traffic.

Project Goals

- Make Milvia Street **safer** for everyone traveling in Downtown Berkeley
- Encourage trips made by bicycling and walking by improving **connectivity and accessibility**
- Provide a more **comfortable** bicycling and walking experience for people of all ages and abilities
- Maintain and support the **economic vitality of the corridor**

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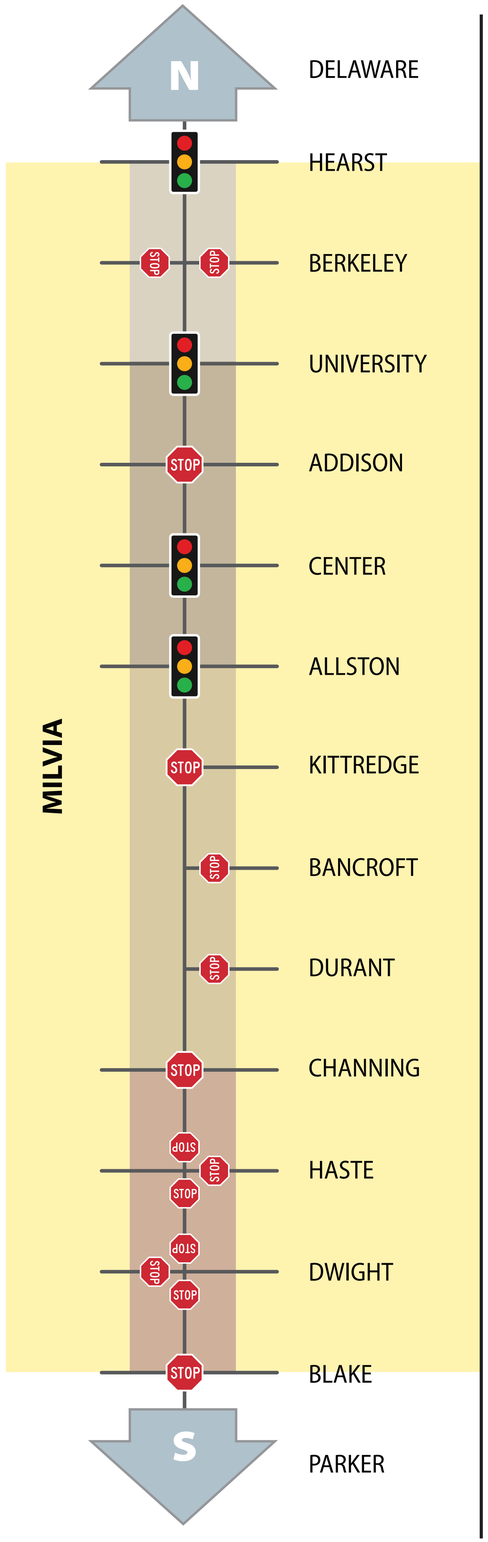

Milvia Bikeway History

- Bikeway and parking remove originally planned in 1971.
- City Bicycle Plans (1999 and 2005) Streets and Open Space Plan (2012), and the Downtown Berkeley Area Plan (2012),all recommend establishing a continuous bikeway and traffic calming.
- Berkeley Strategic Transportation Plan (2015) and Bicycle Plan (2012) recommend replacing the existing Class III Bicycle Boulevard and Class II bicycle lanes on Milvia with a Class IV cycle track and intersection improvements, including a protected intersection at University Avenue.

Prior Outreach

- Bike to Work Day 2015 Bikeway Demonstration Project
- Ride Electric Event, Downtown Berkeley Farmer's Market, September 15th, 2018
- Berkeley Central Library Courtyard, September 18th, 2018
- Milvia Street and Channing Way, September 27th, 2018
- September 2018 survey: 72% of residents surveyed supported a protected bikeway

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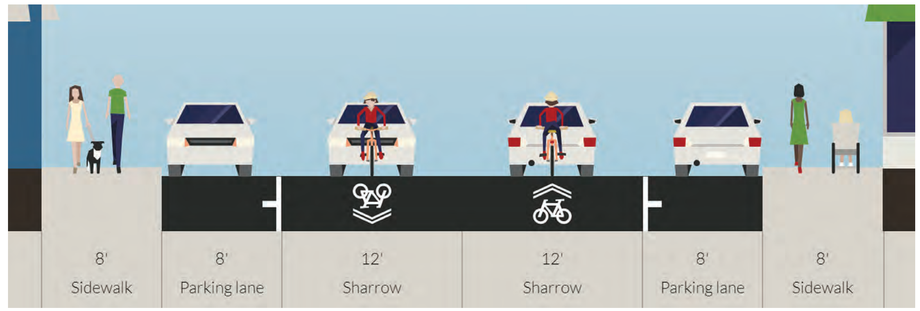
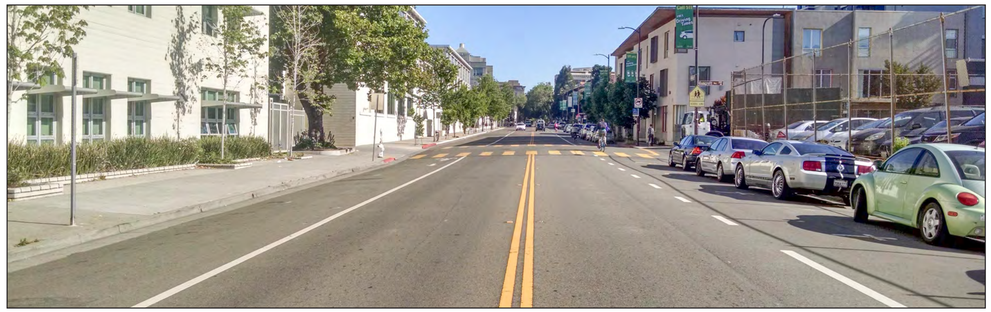
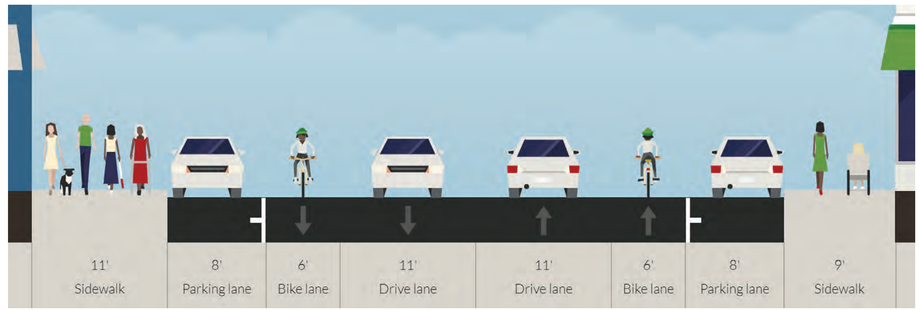
Existing Conditions

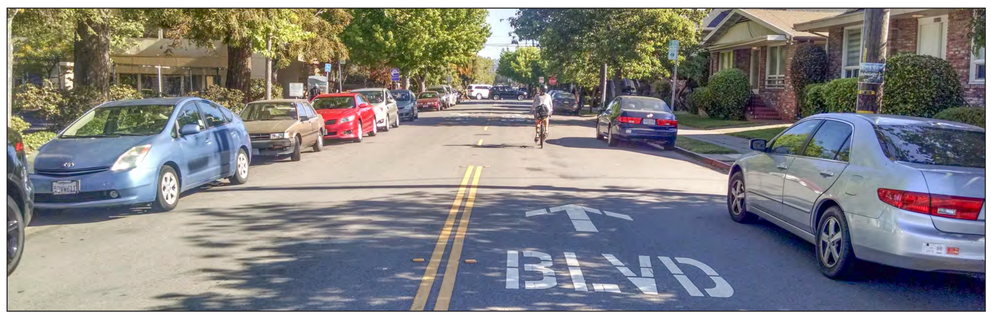


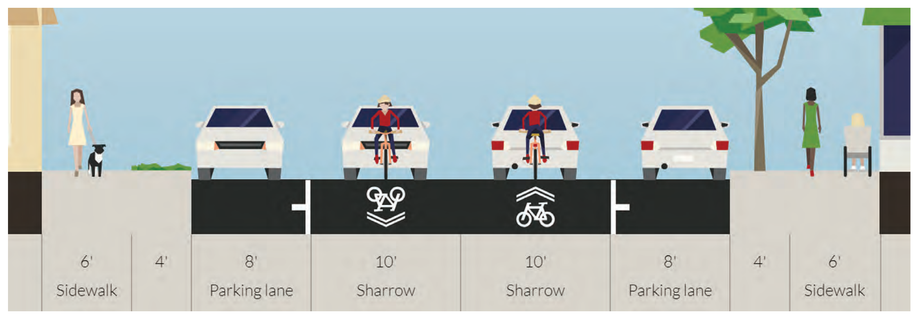
University Avenue to Addison Street, looking northbound.



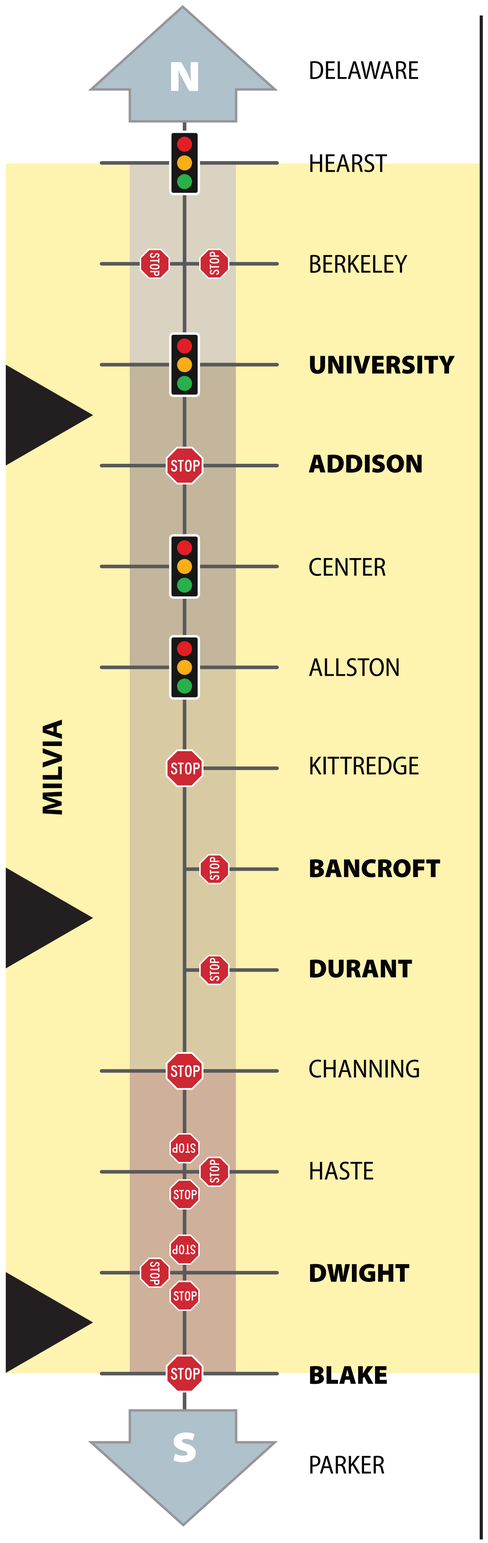


Bancroft Way to Durant Avneue, looking northbound.





Dwight Way to Blake Street, looking northbound.



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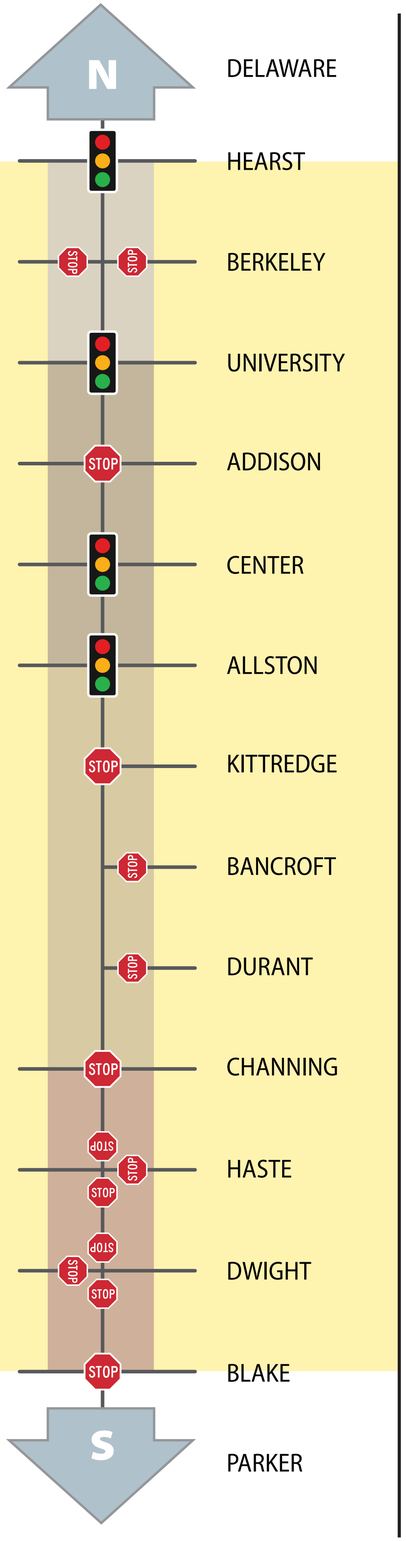
Issues and Opportunities



Intersections experience high rates of collisions

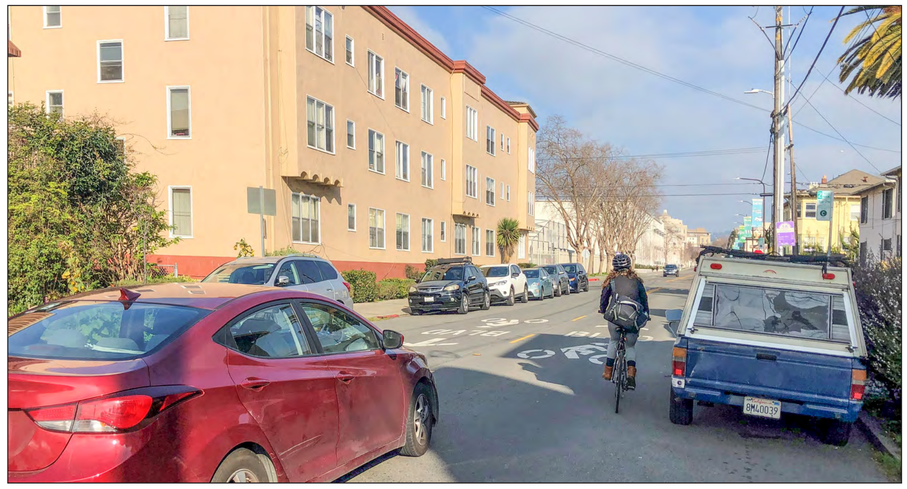
(Milvia at University)

Commercial loading by large vehicles

(Milvia between Univeristy and Addison)

Loading and double parking in the bike lane

(Milvia between Allston and Kittredge)



Lack of separation between bikeway and vehicles

(Milvia between Channing and Haste)

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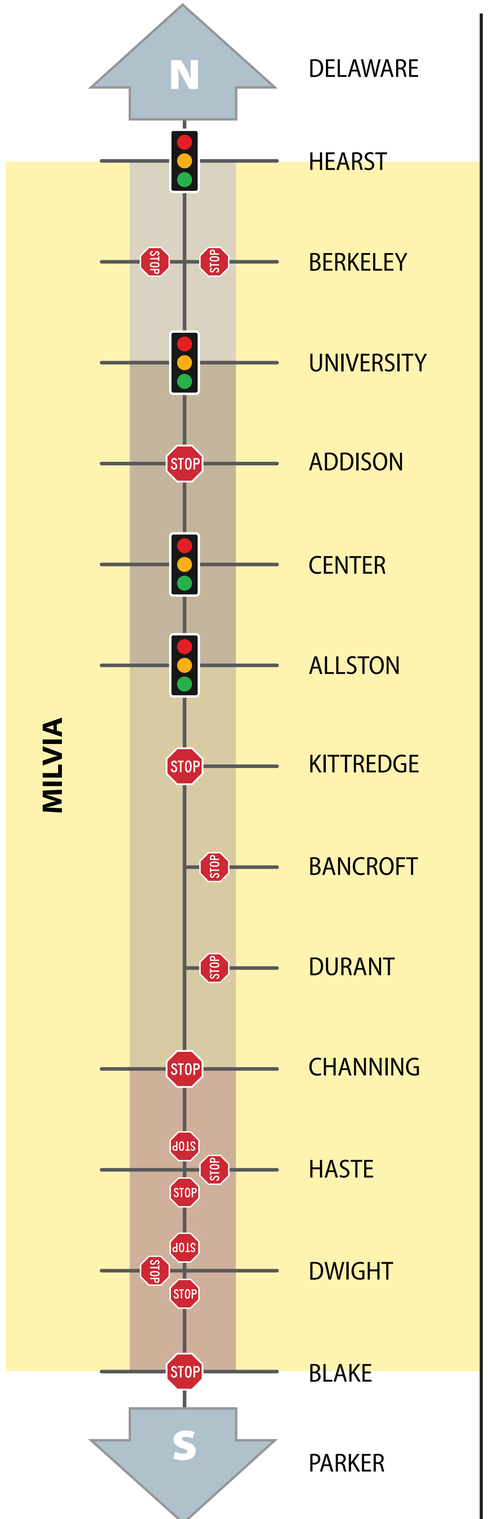
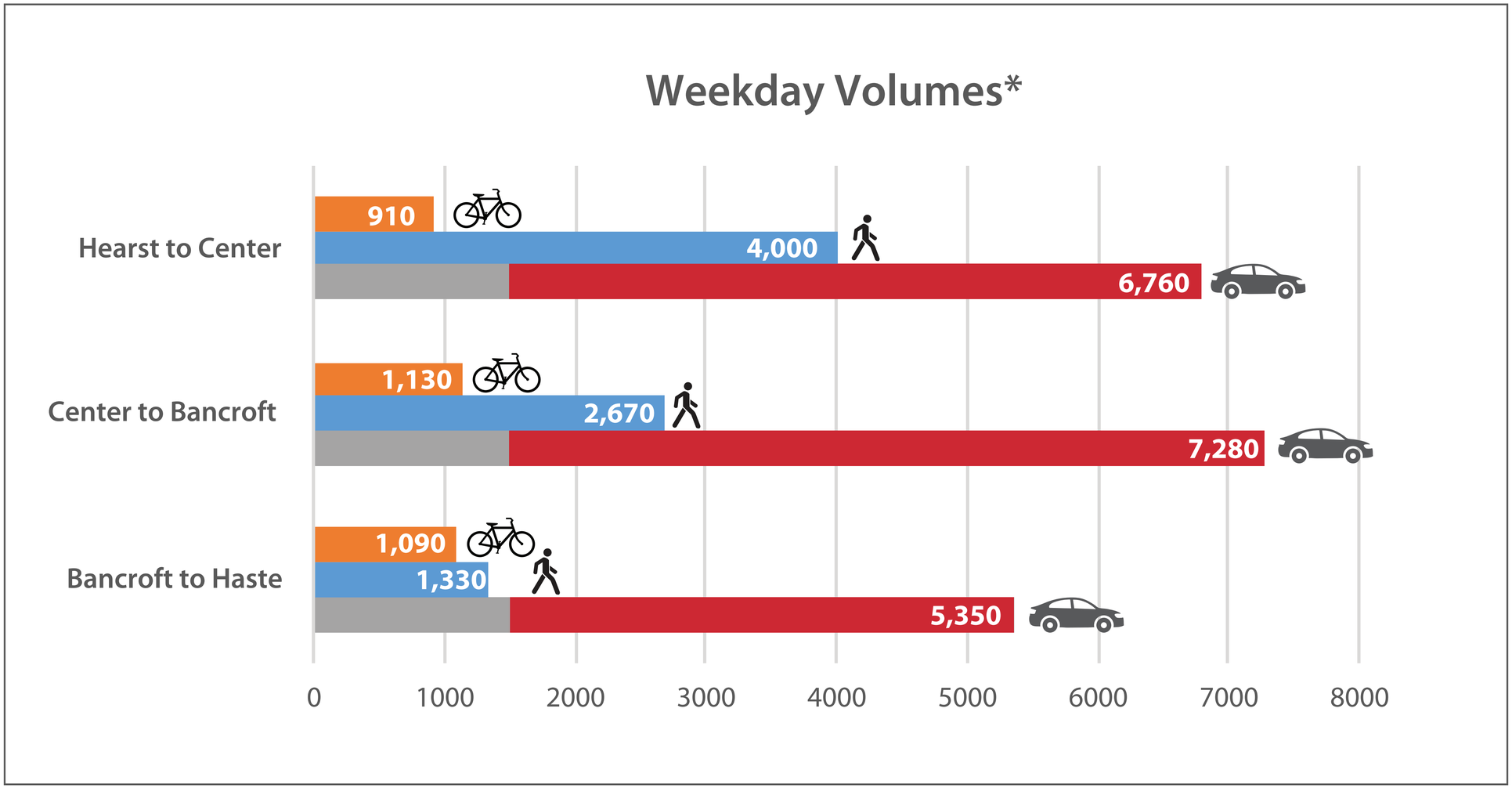


Milvia Street's Vehicle Volumes Exceed Bike Plan Guidelines



*Bicycle Boulevard volumes should not exceed 1500 vehicles (Berkeley Bicycle Plan 2017)

Cycling Walking Driving

3A

Source: Parisi Transportation Consulting, November 28, 2018

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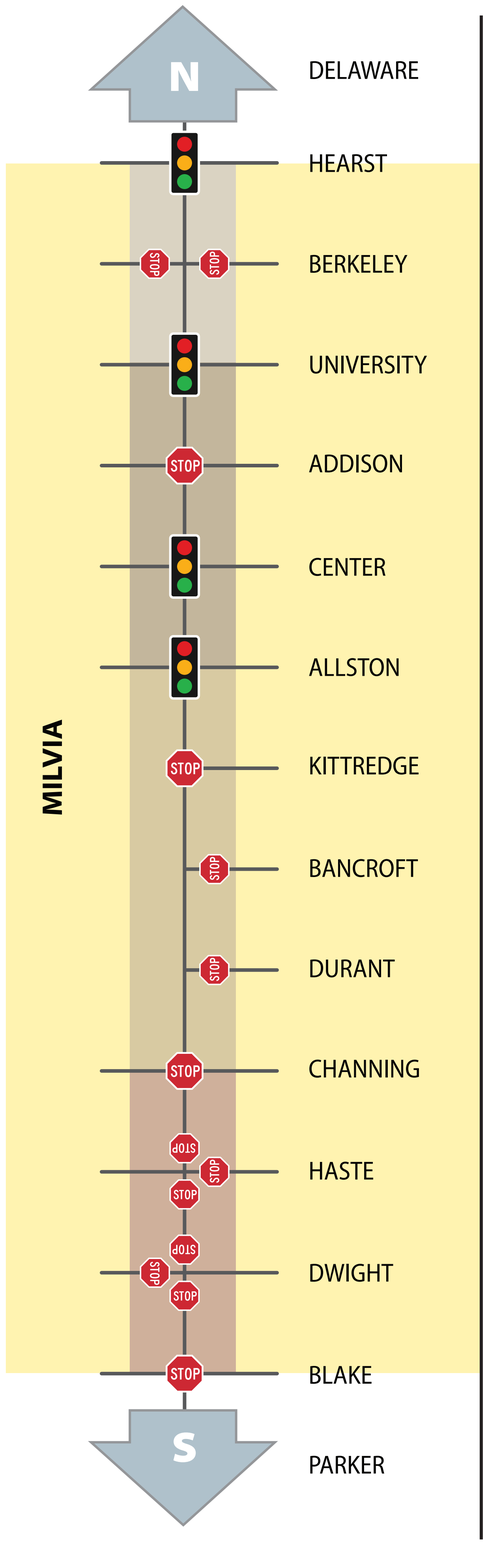
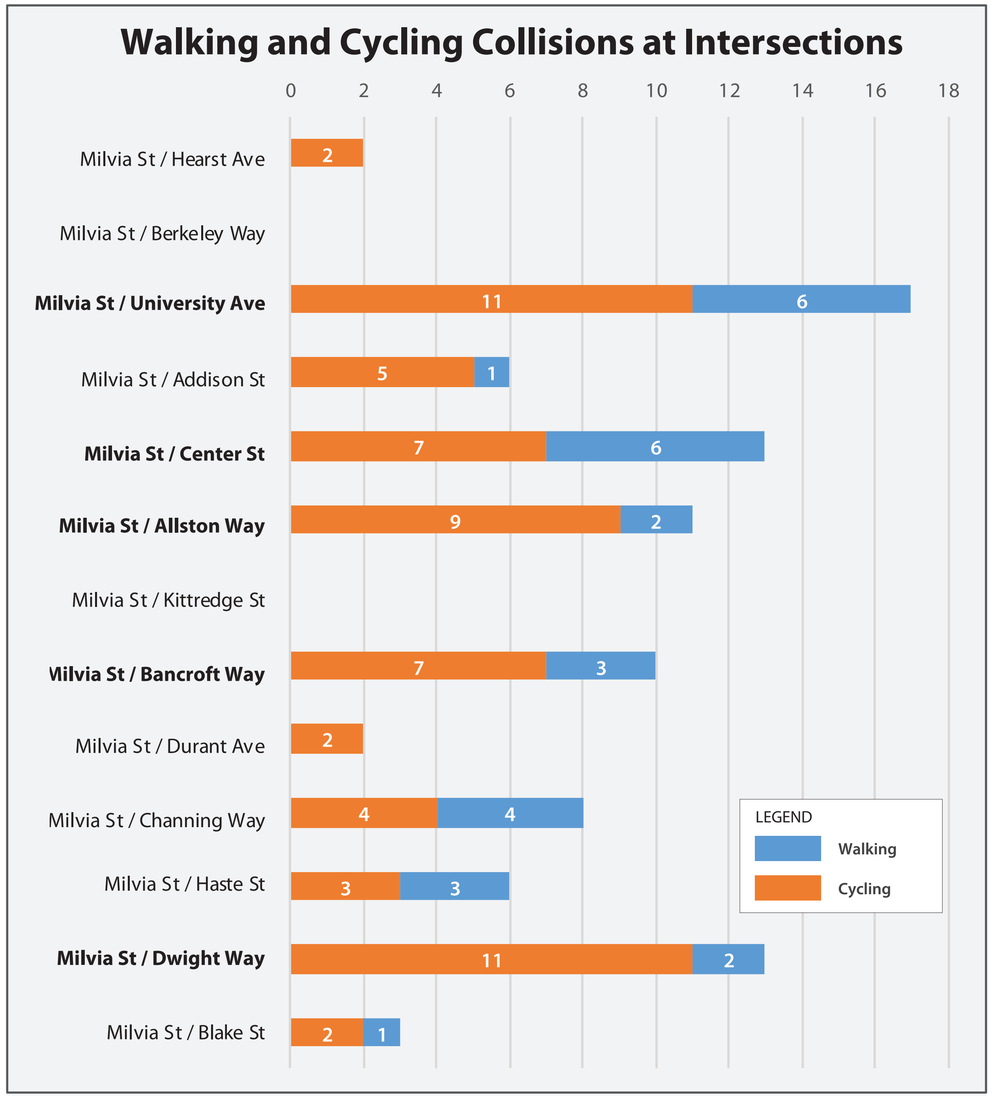
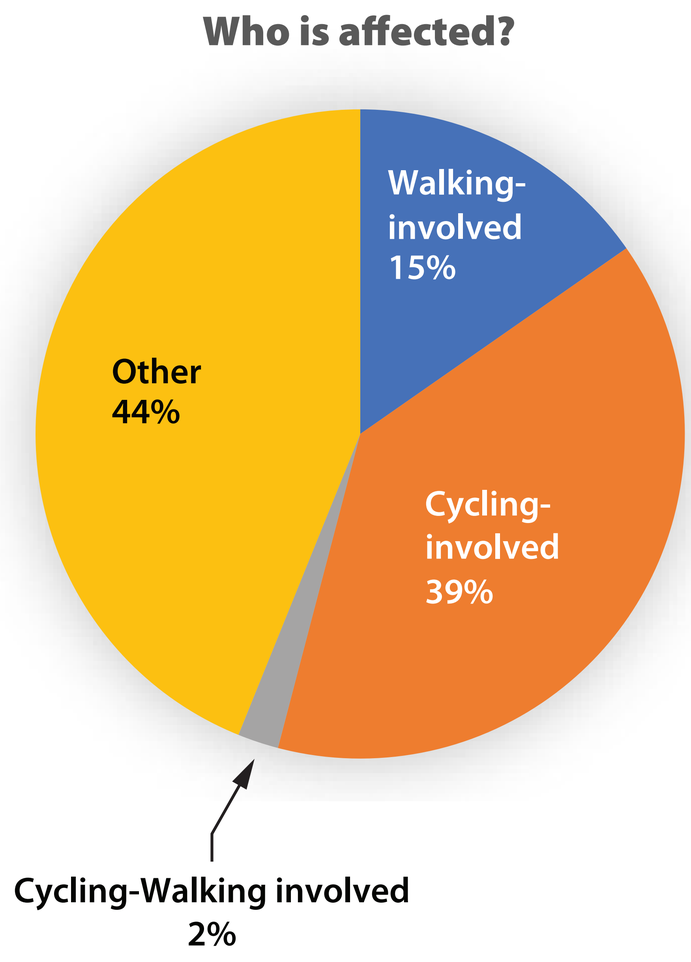
Milvia Street Has Highest Number of Cycling Collisions of any Berkeley Bikeway; 55% of All Collisions Involve Cycling or Walking







3B

Source: California Highway Patrol Statewide Integrated Traffic Records System (SWITRS); 2008-2018

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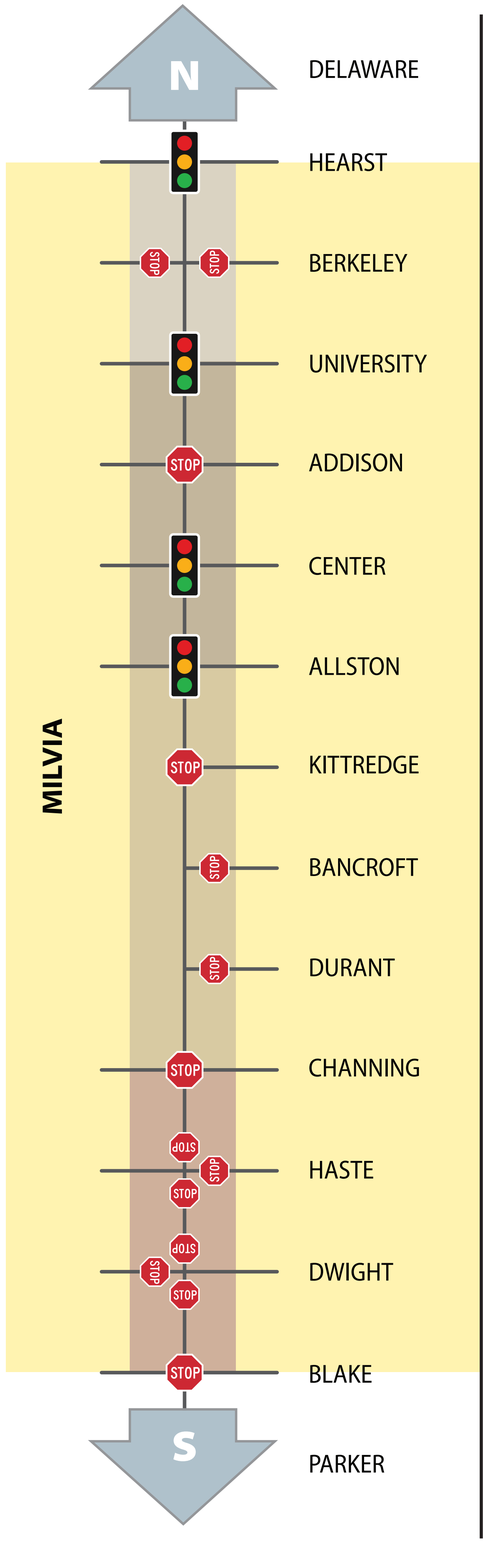

Level of Traffic Stress

Types of Cyclists

Interested, but concerned

Enthusiastic & confident

Strong & fearless

LTS 1

- **Low Stress**
- **Suitable for all ages & abilities, including children**

Comfortable up to % of Berkeley residents*

90%

LTS 2

- **Low Stress, with attention required**
- **Indicates traffic stress that most adults will tolerate**

79%

LTS 3

- **More Stressful than Level 2**
- **Requires attention, suitable for adults with confidence to bicycle**

16%

LTS 4

- **Most Stressful**
- **Suitable only for most traffic-tolerant**

3%

**According to the Berkeley Bicycle Plan Public Survey*

Source: City of Berkeley Bicycle Plan 2017

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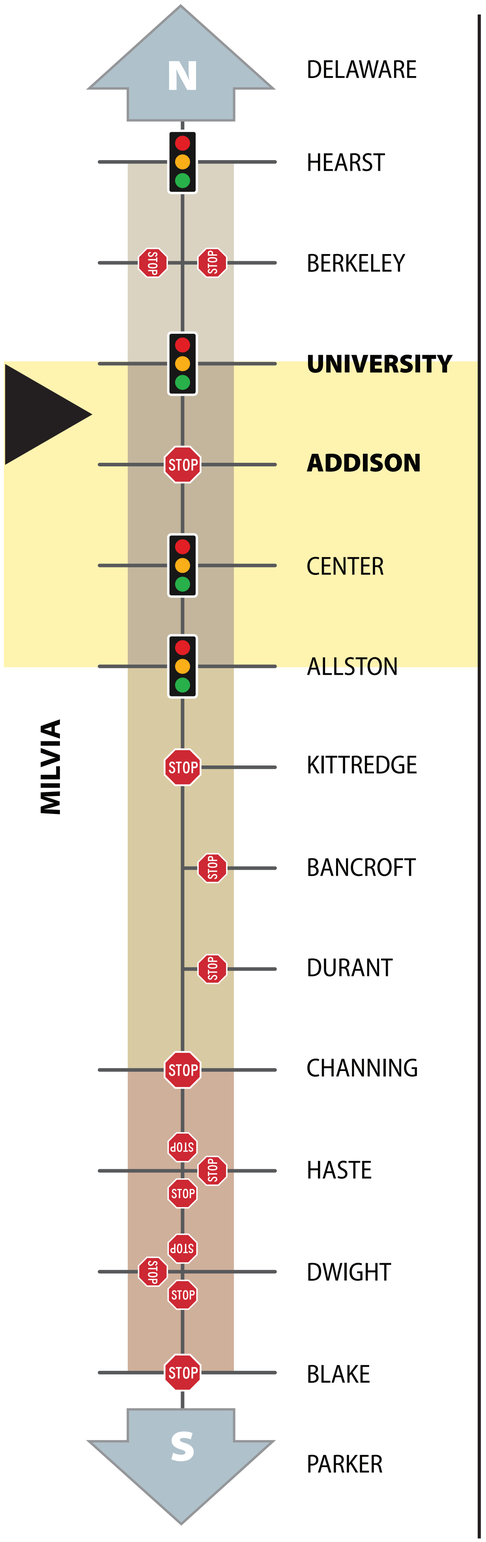
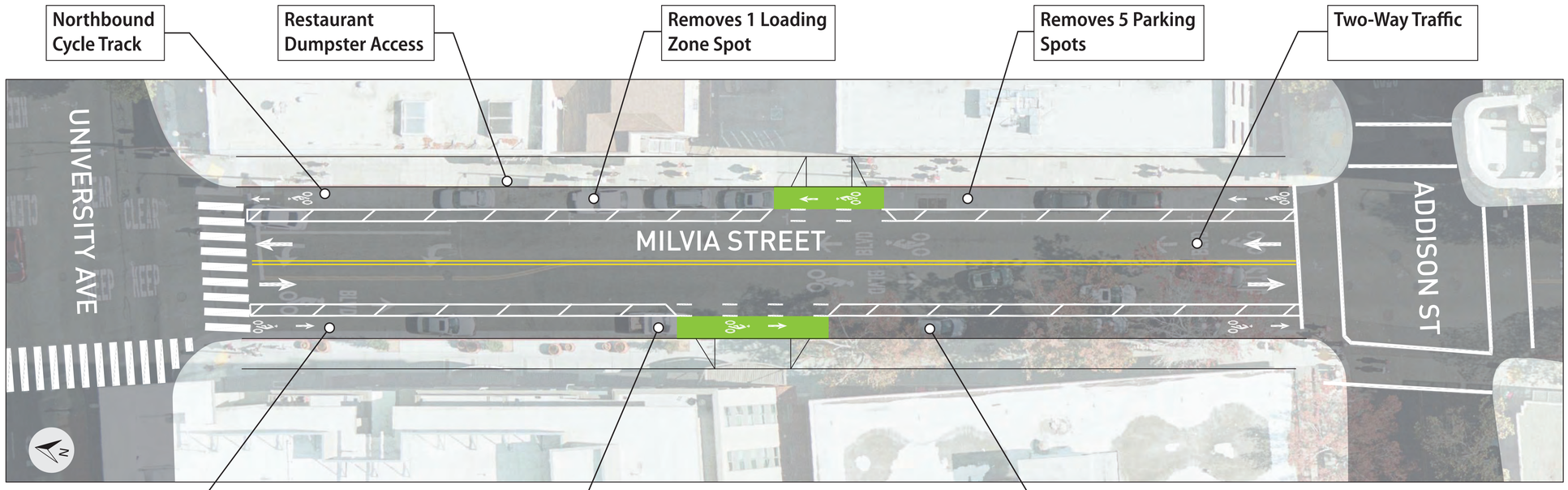
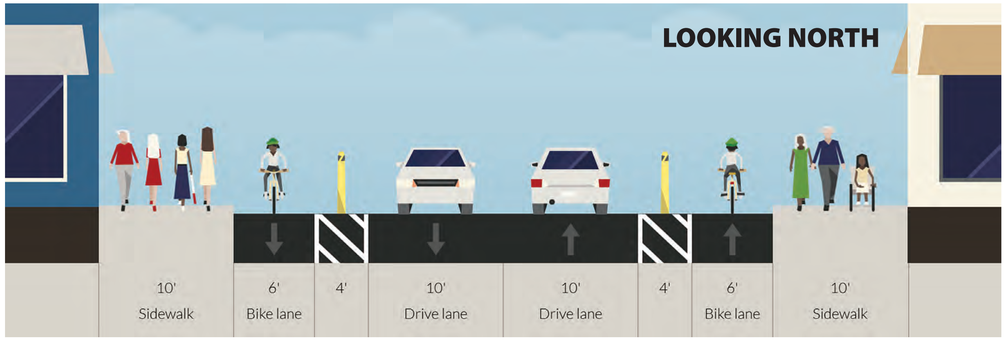
Near-Term Option 1: One-Way Cycle Tracks with Two-Way Vehicle Traffic

University to Addison







NT-1

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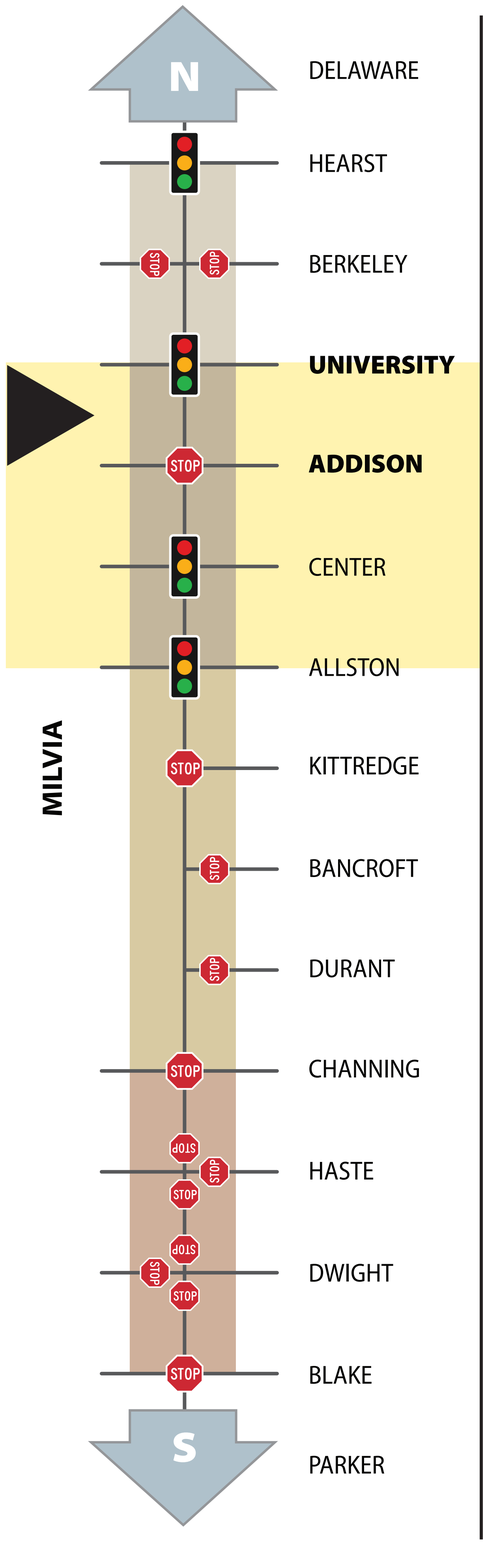
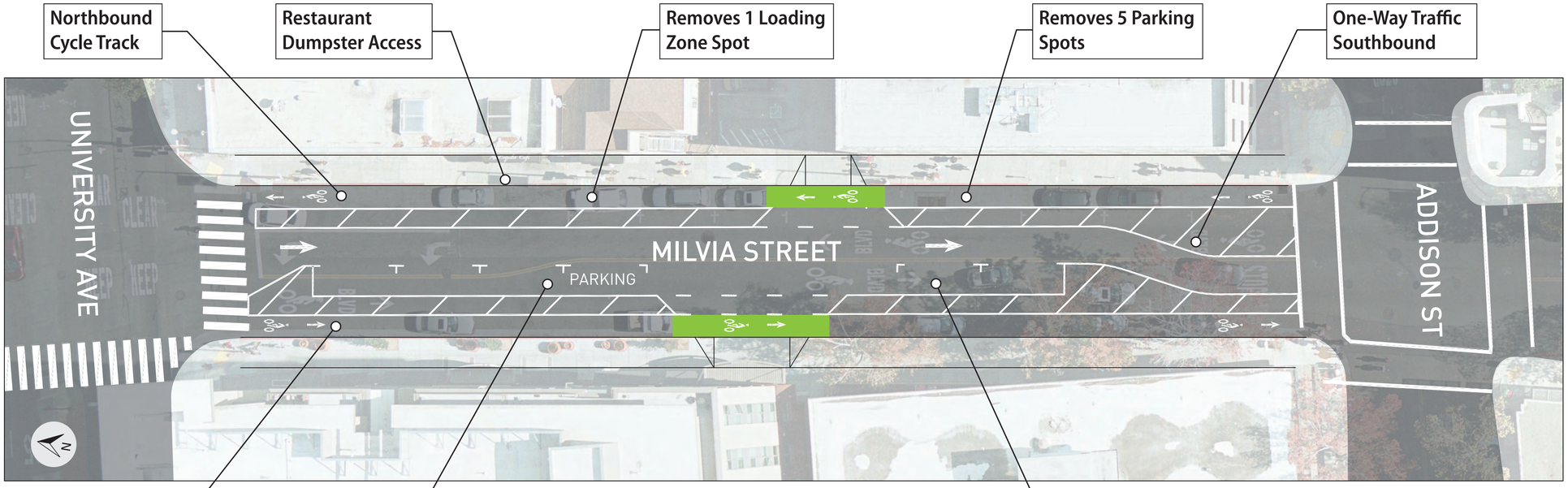
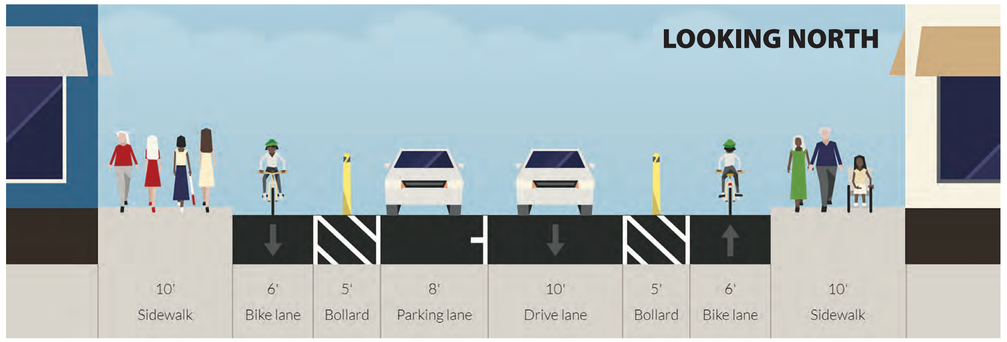
Near-Term Option 2: One-Way Cycle Tracks with One-Way Vehicle Traffic

University to Addison







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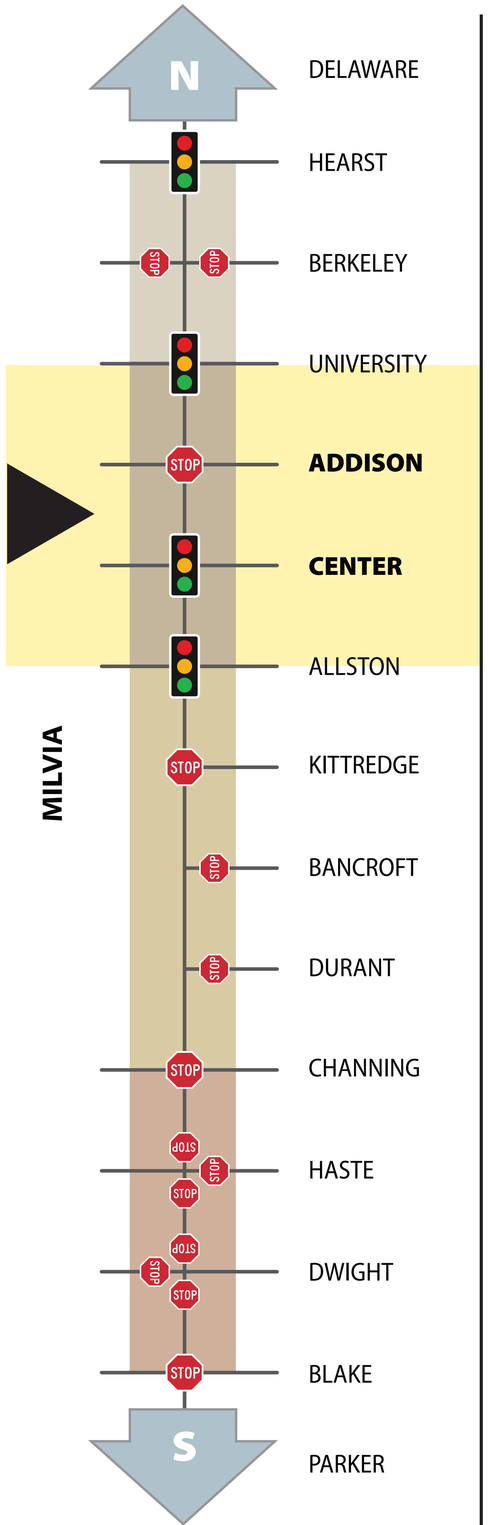
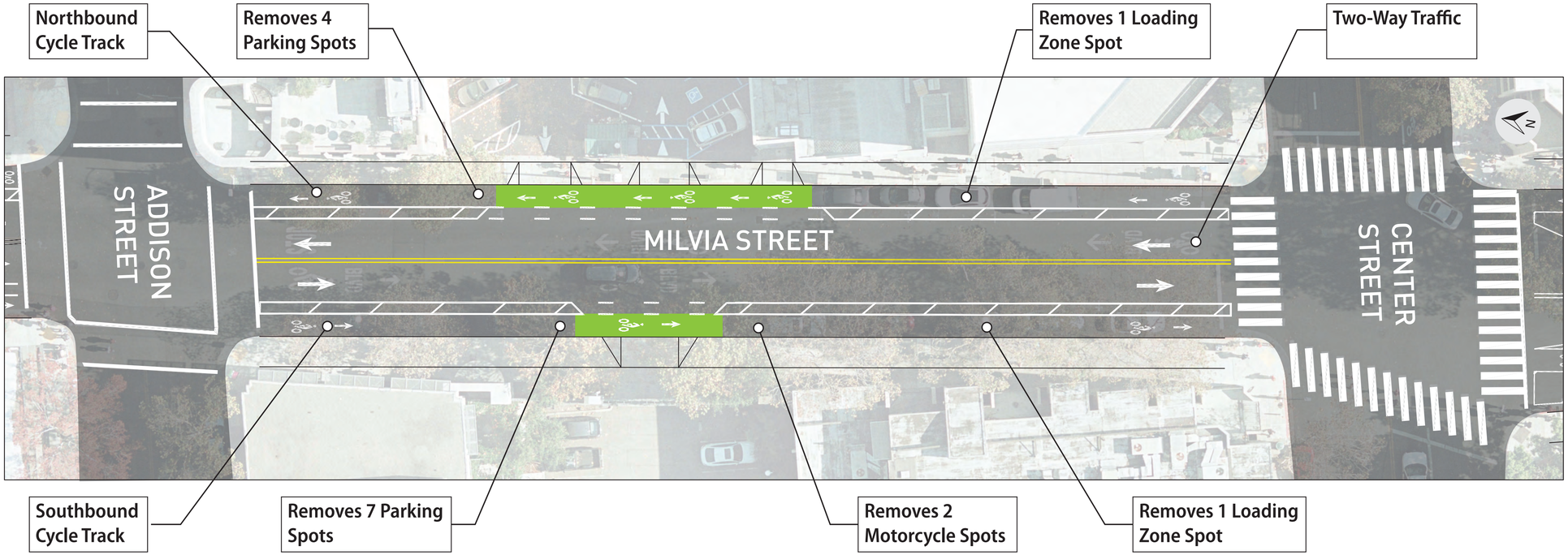
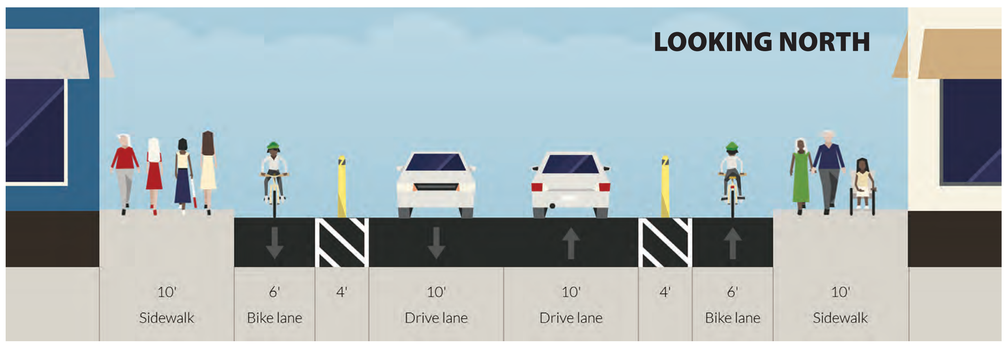


Near-Term: One-Way Cycle Tracks with Two-Way Vehicle Traffic

Addison to Center





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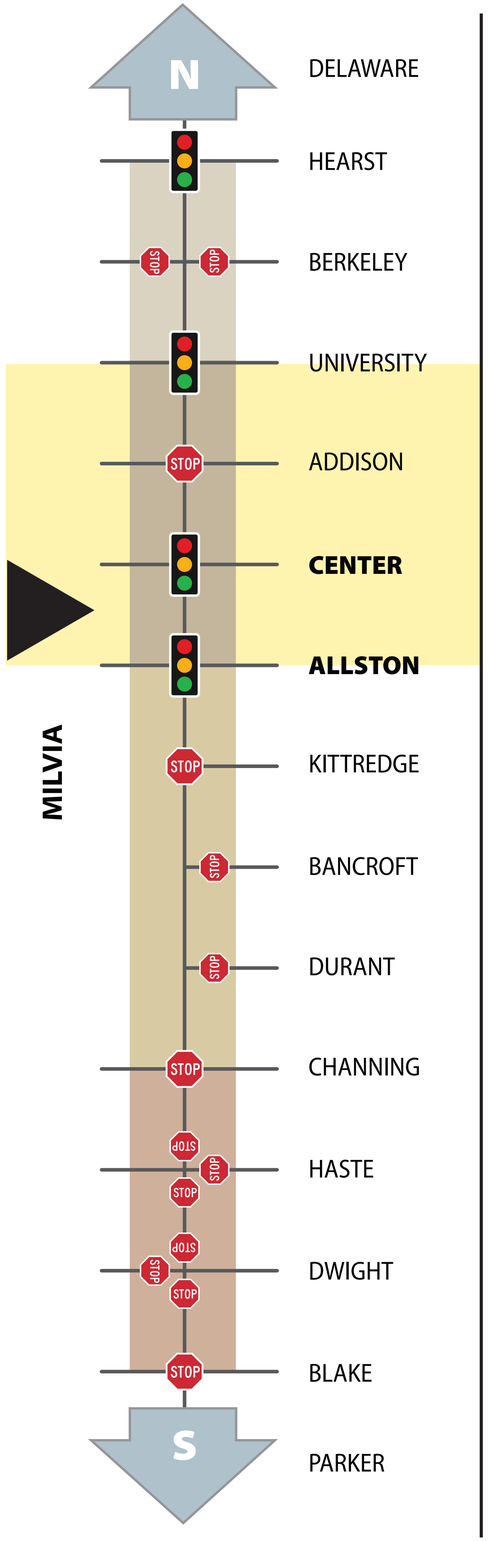
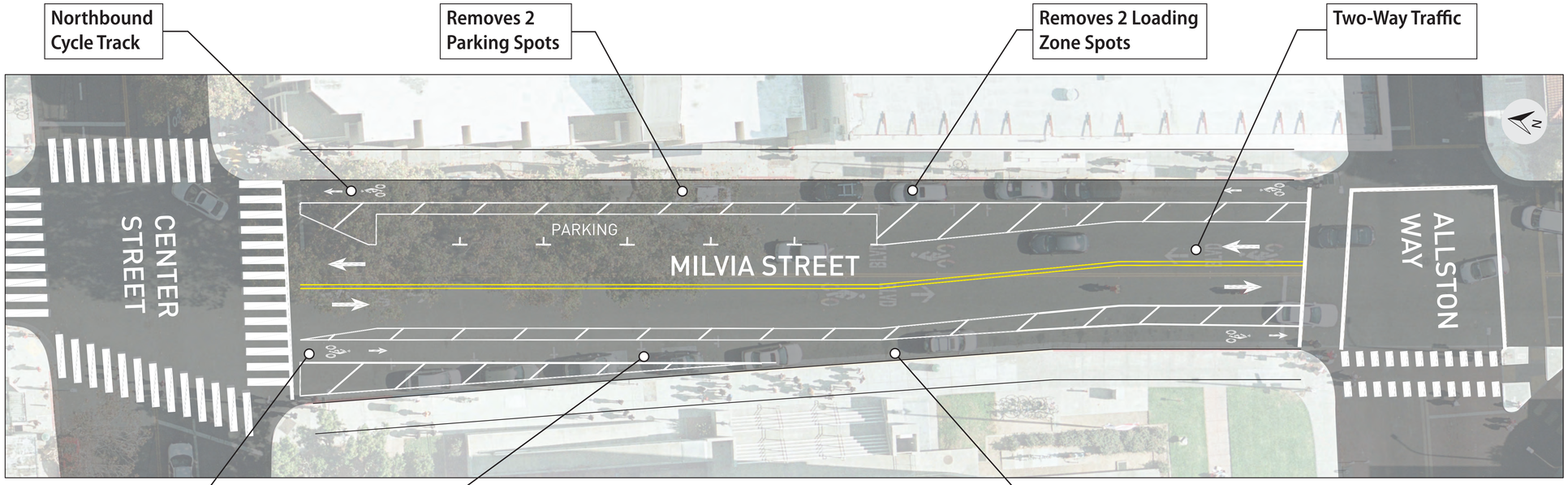
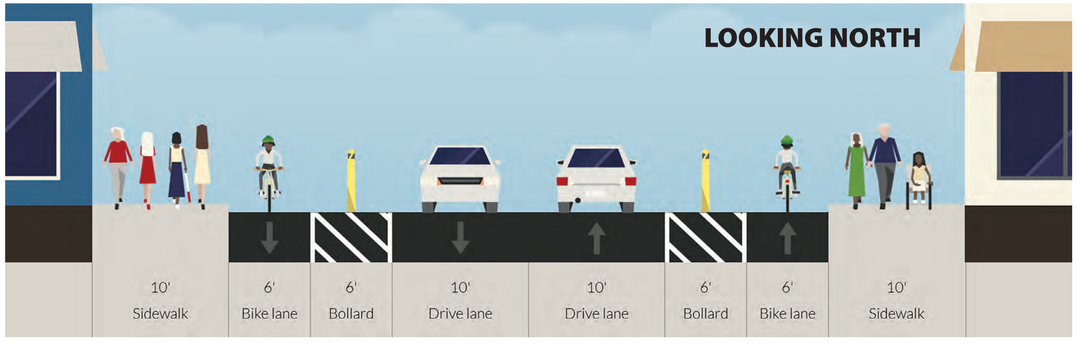


Near-Term: One-Way Cycle Tracks with Two-Way Vehicle Traffic

Center to Allston





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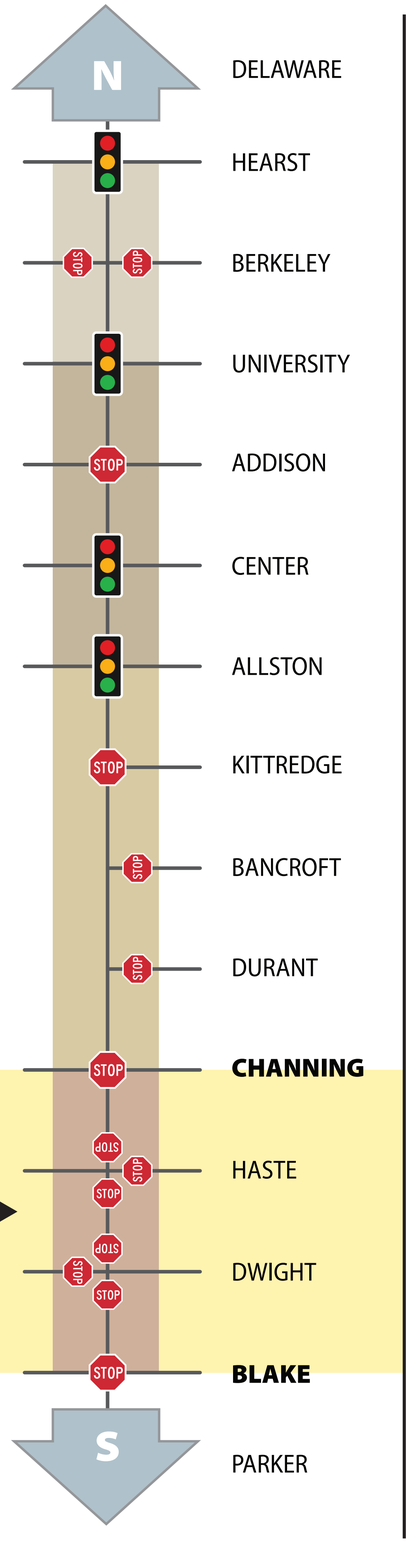

Near-Term: Bicycle Boulevard and Traffic Calming Options

Channing to Blake

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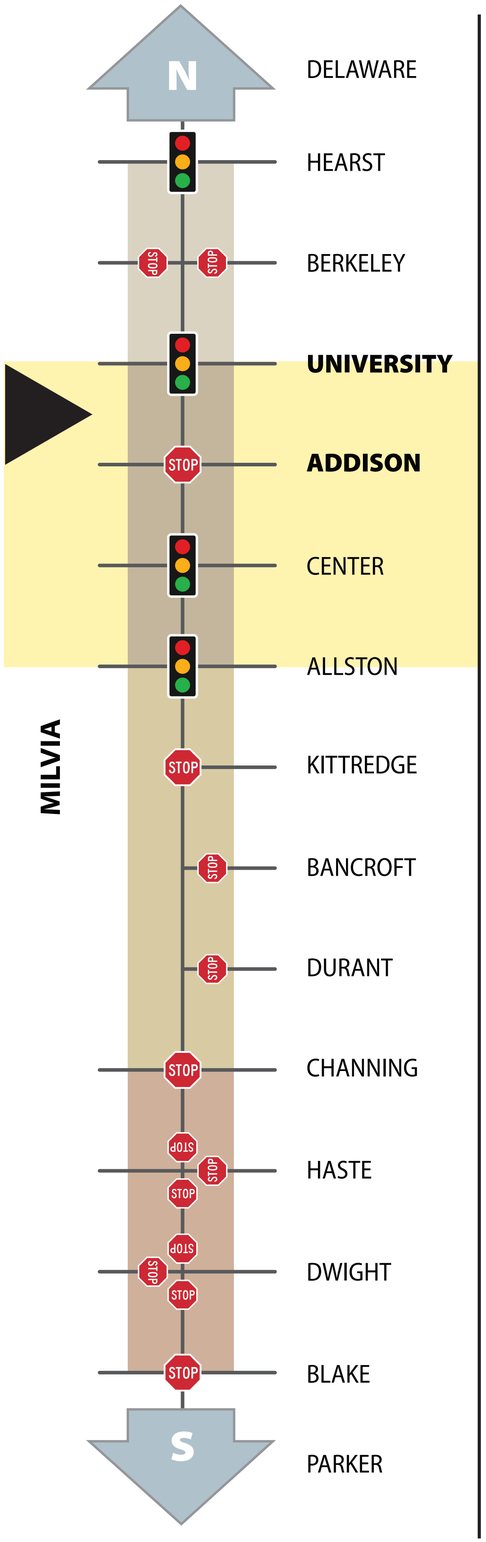
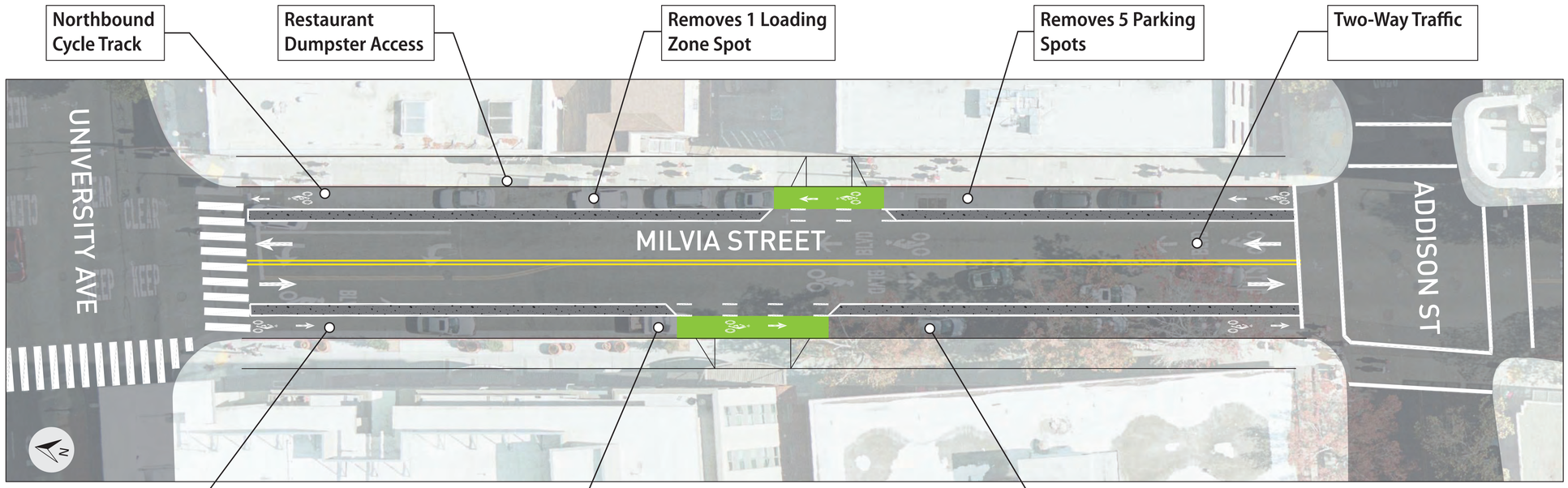
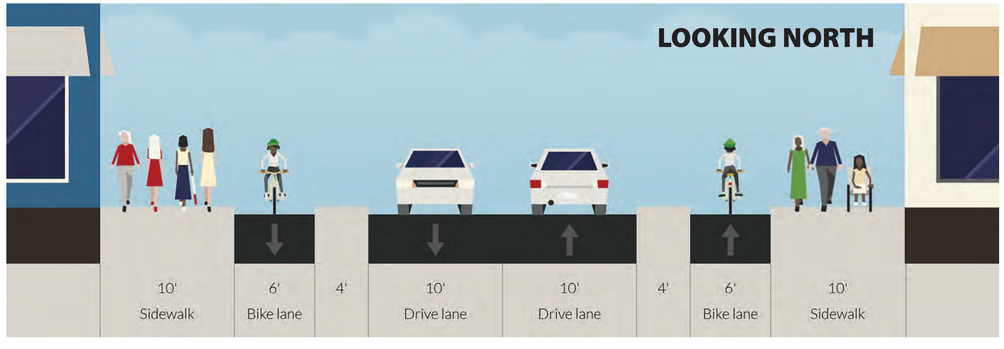
Long-Term Option 1: One-Way Cycle Tracks with Two-Way Vehicle Traffic

University to Addison







LT-1

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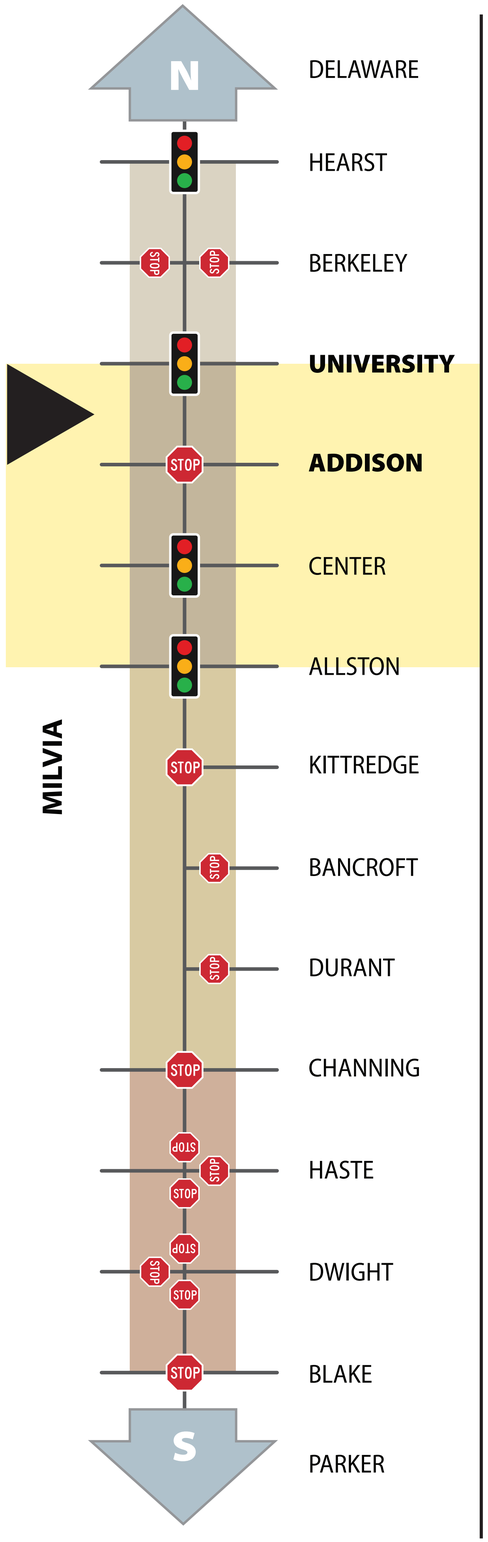
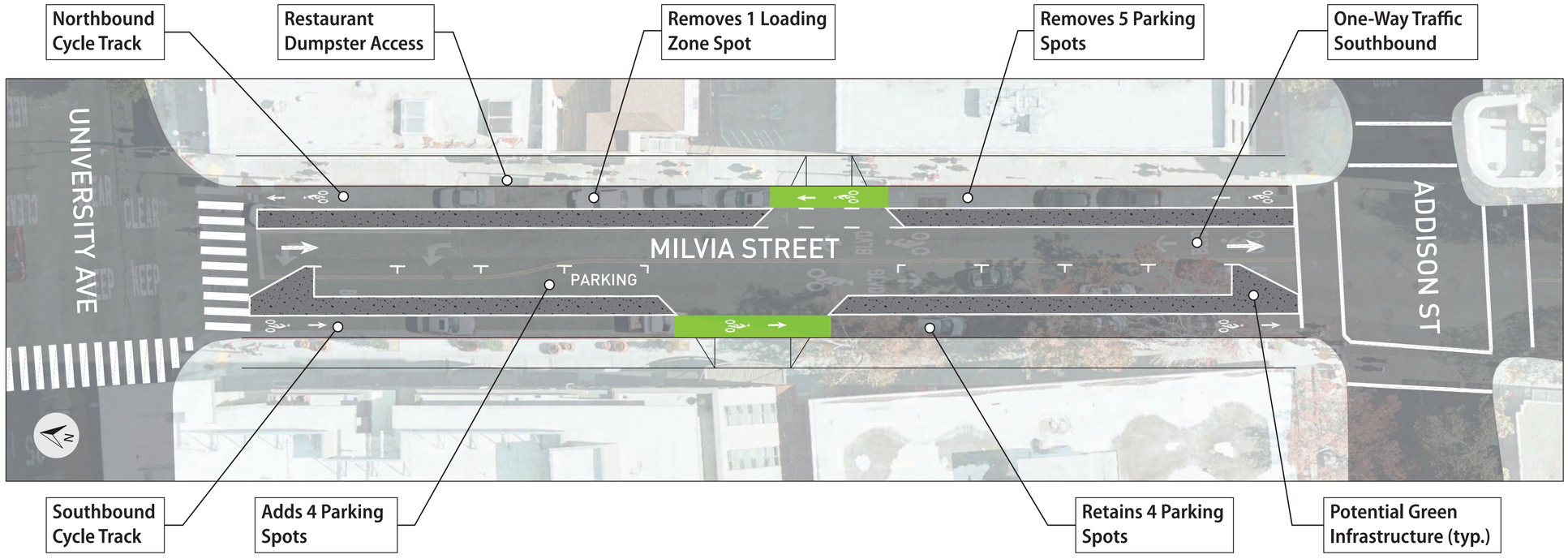
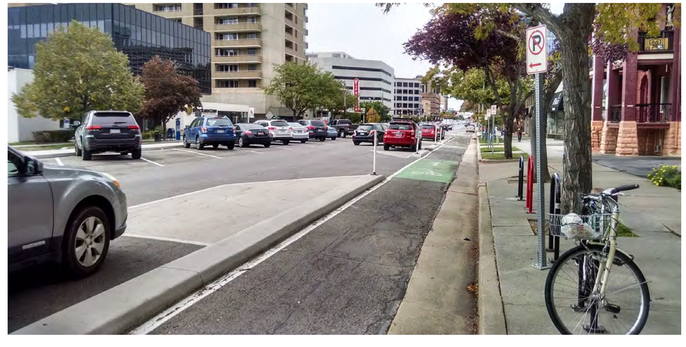
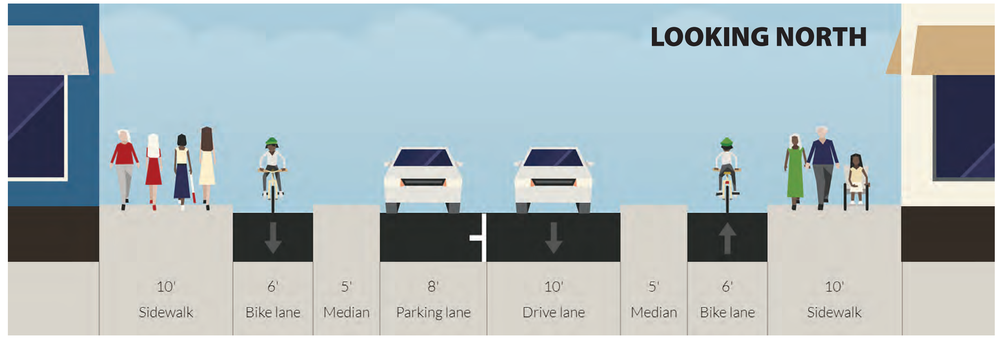
Long-Term Option 2: One-Way Cycle Tracks with One-Way Vehicle Traffic

University to Addison









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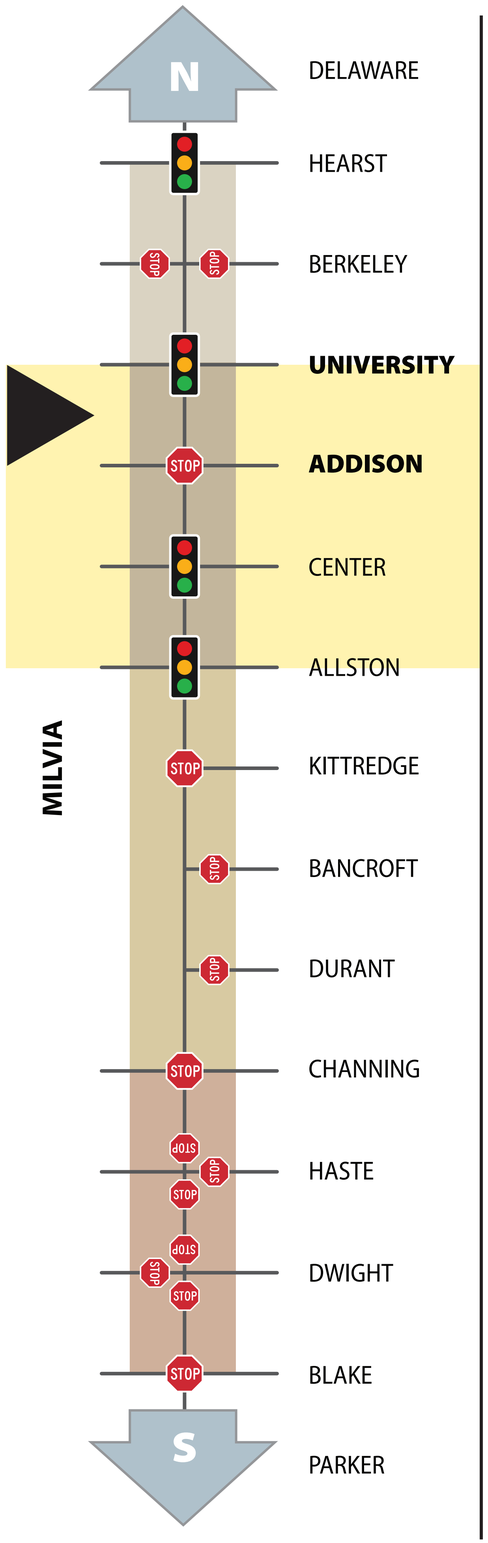
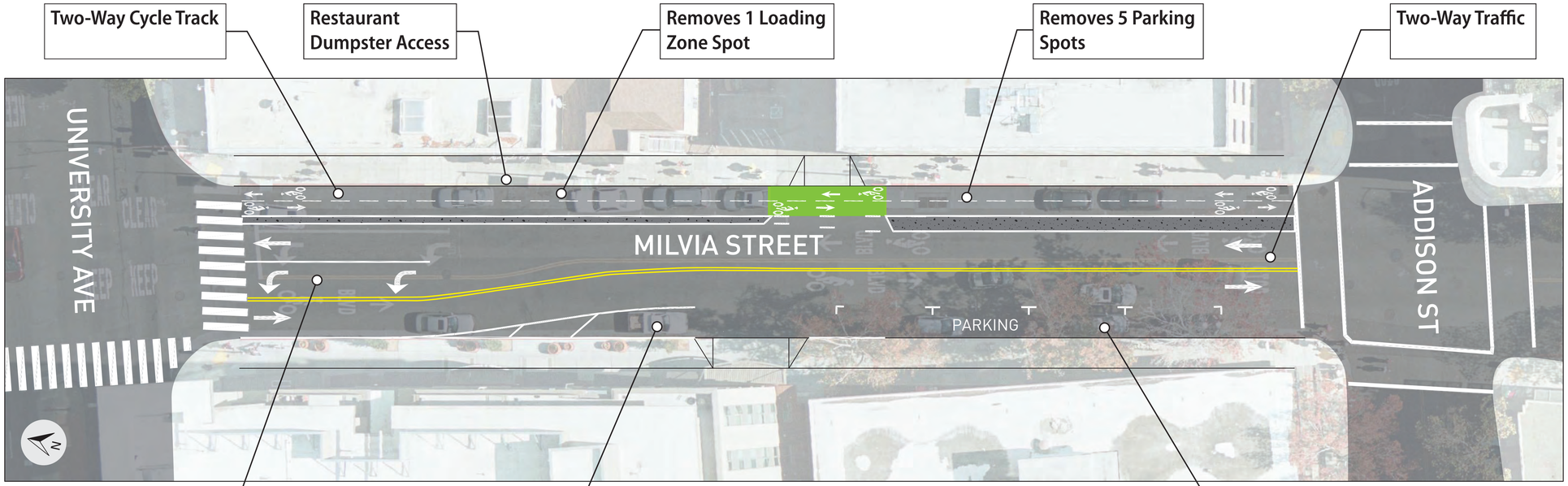
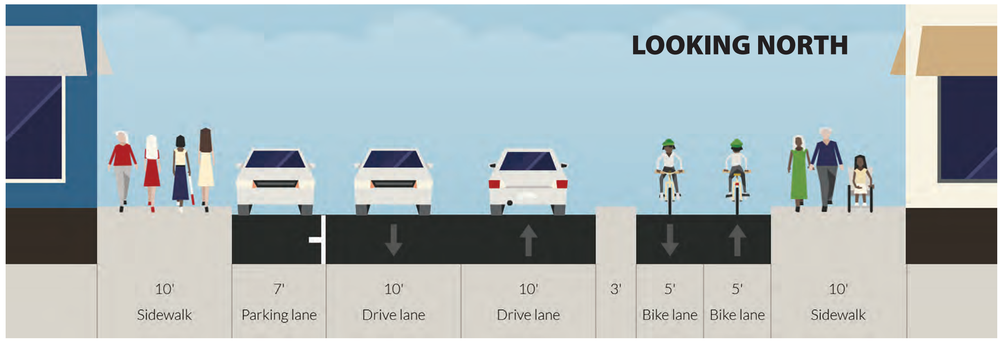
Long-Term Option 3: Two-Way Cycle Track with Two-Way Vehicle Traffic

University to Addison







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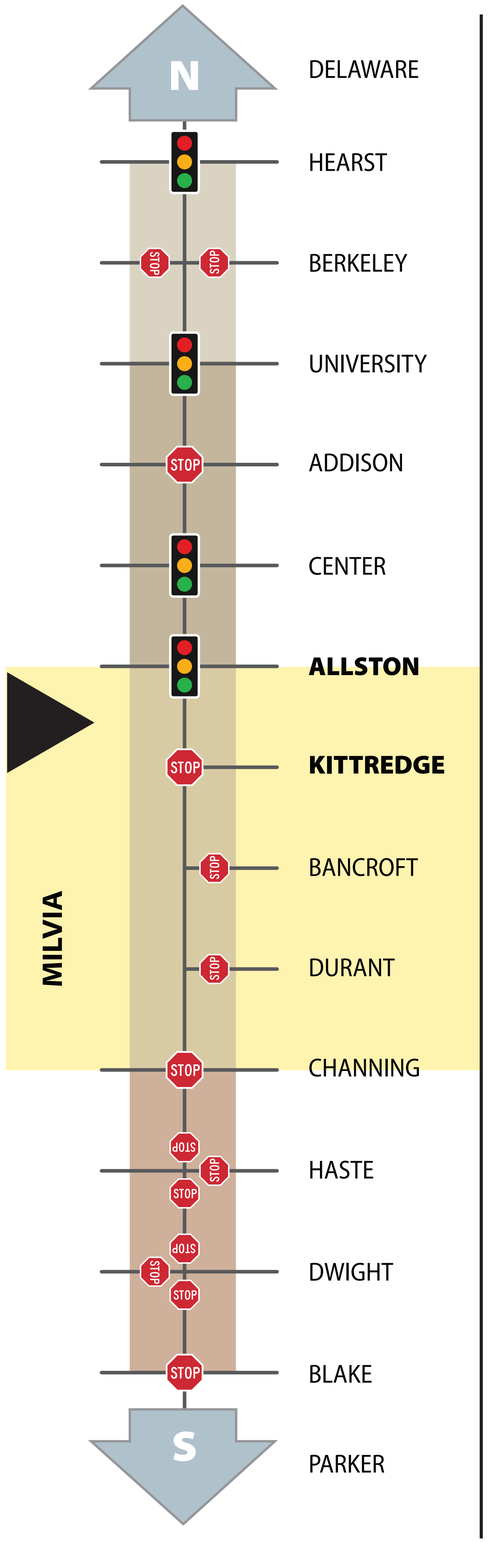
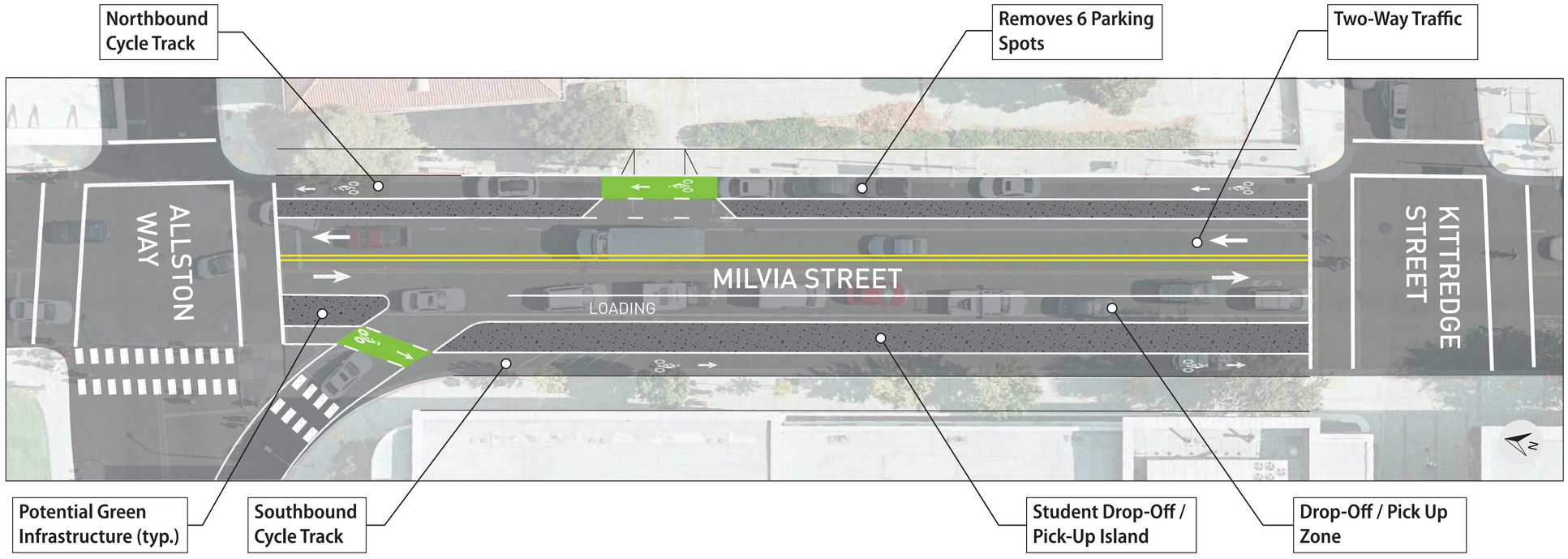
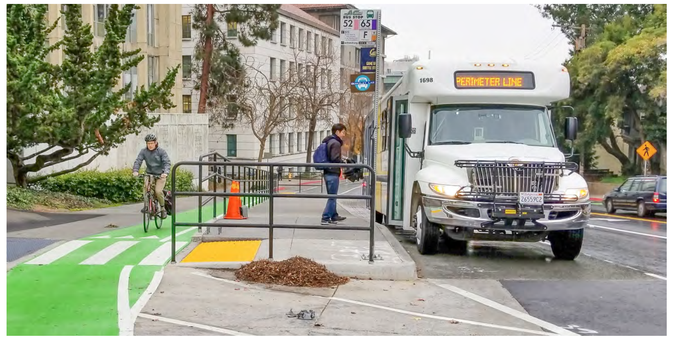
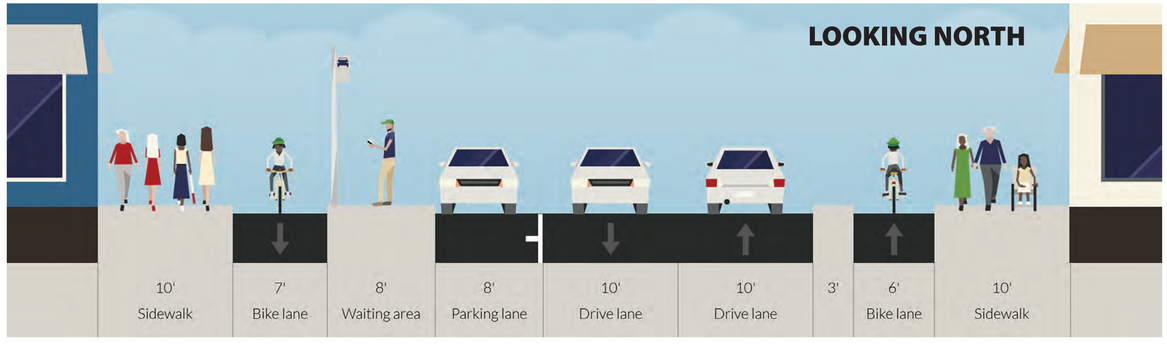
Long-Term Option 1: One-Way Cycle Tracks with Two-Way Vehicle Traffic

Allston to Kittredge









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Lorem ipsum

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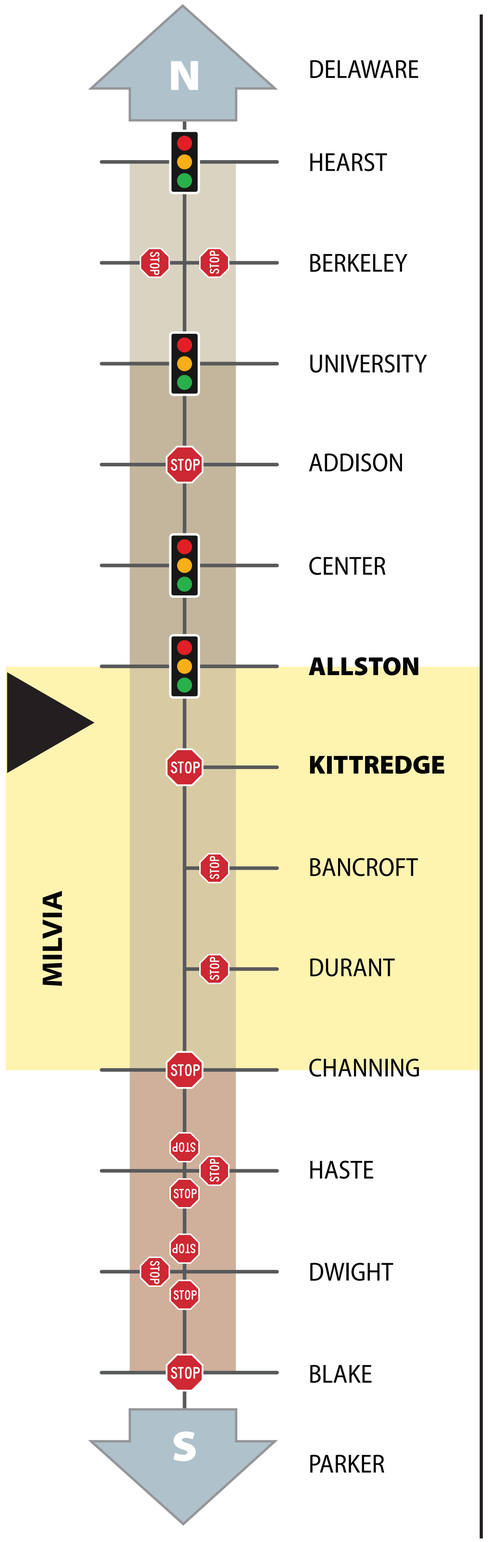
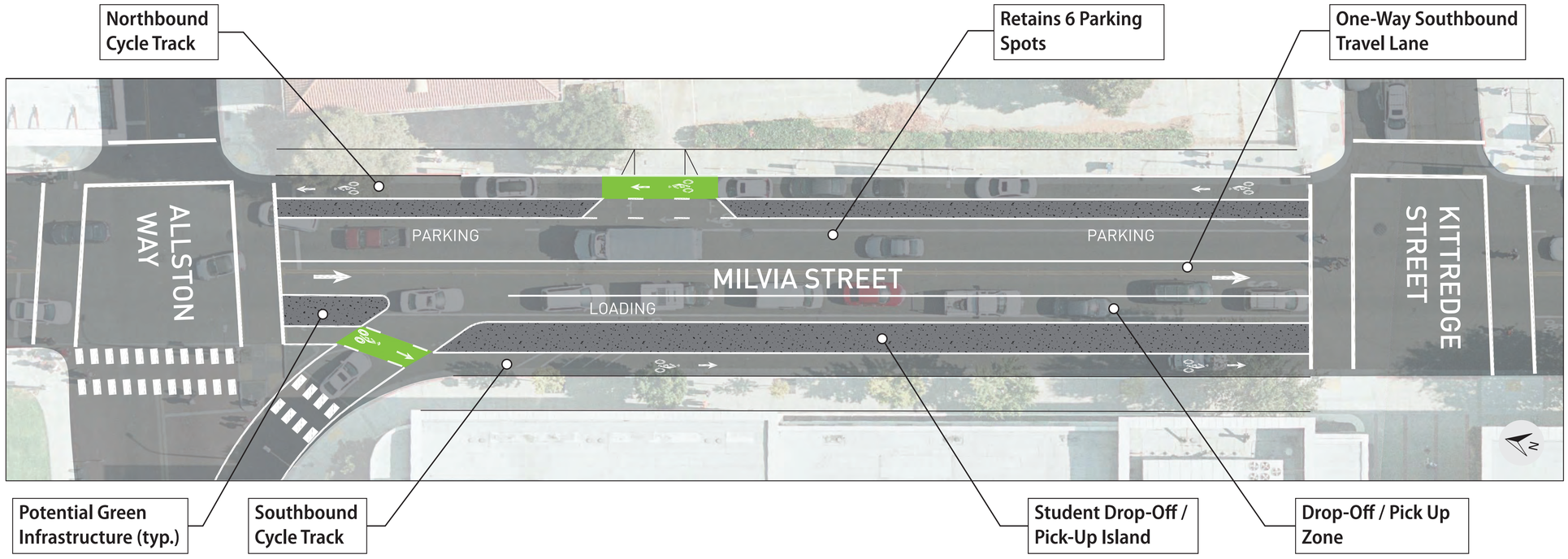
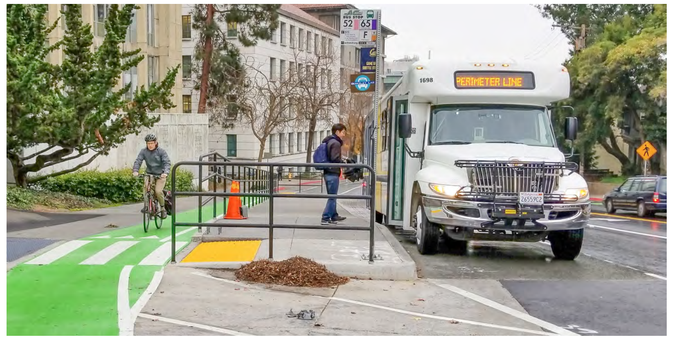
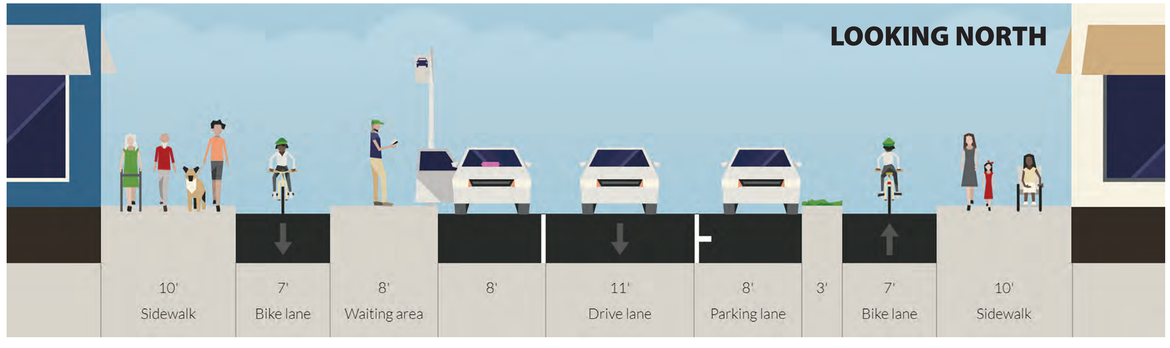


Long-Term Option 2: One-Way Cycle Tracks with One-Way Vehicle Traffic

Allston to Kittredge







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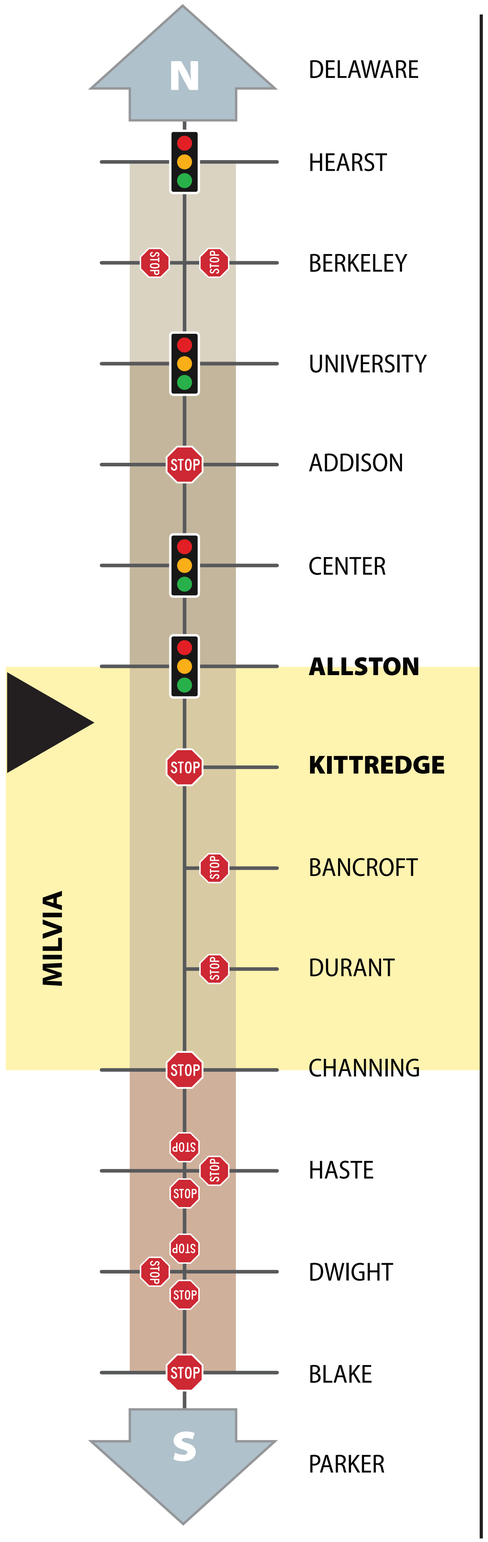
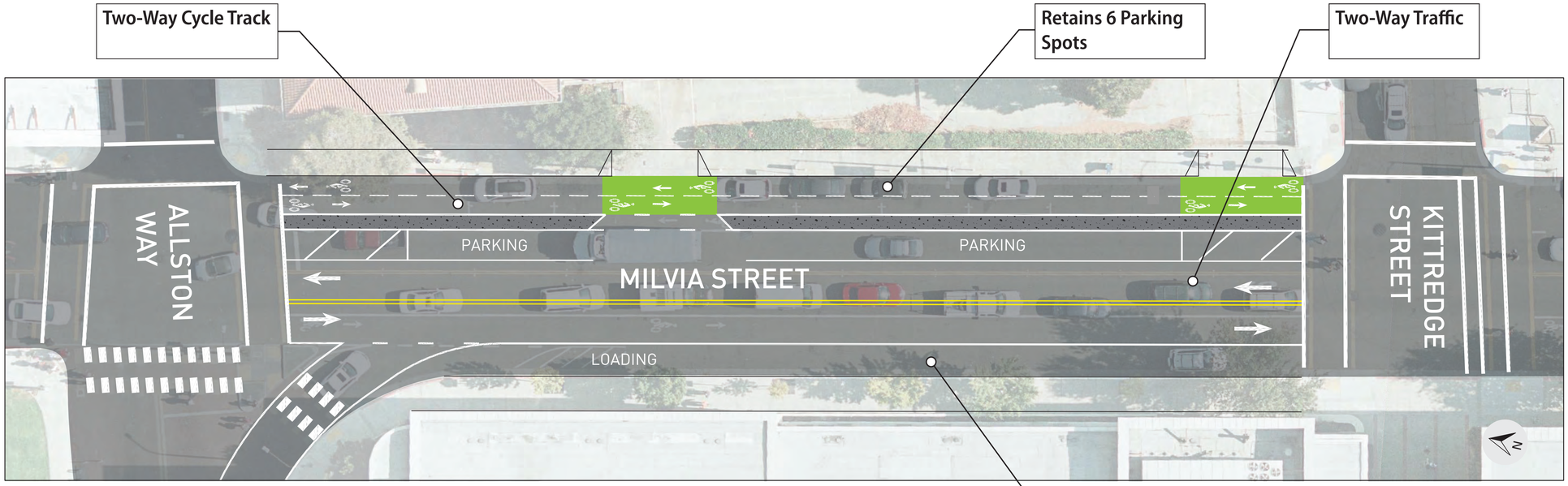
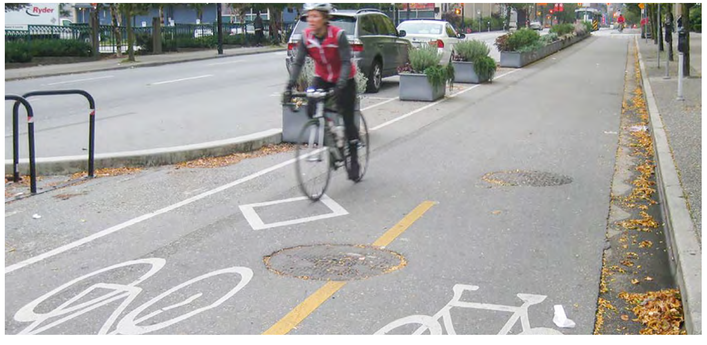
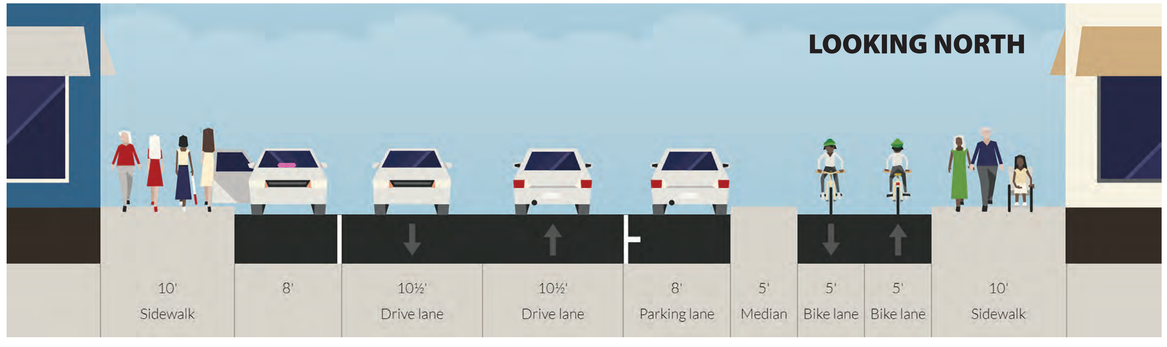


Long-Term Option 3: Two-Way Cycle Track with Two-Way Vehicle Traffic

Allston to Kittredge







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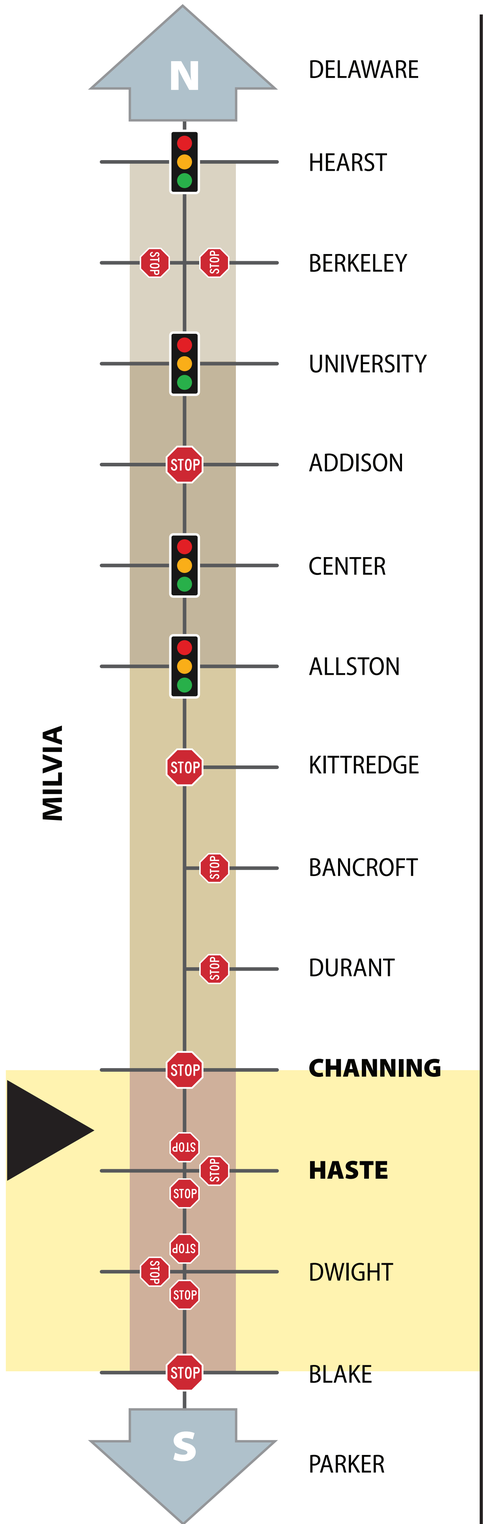
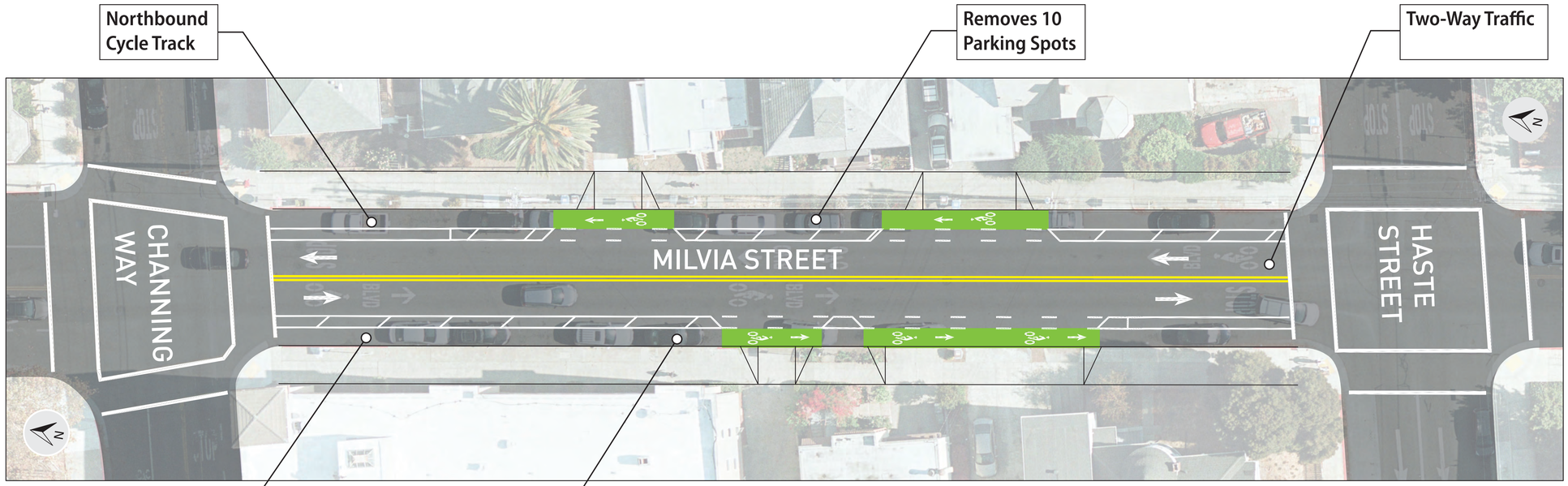
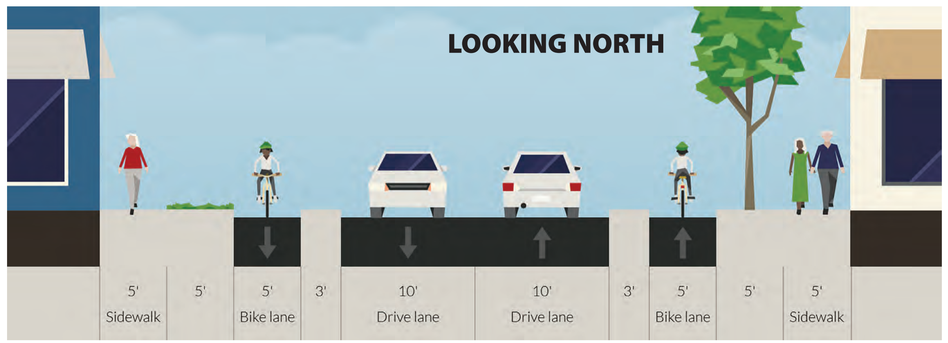


Long-Term Option 1: One-Way Cycle Tracks with Two-Way Vehicle Traffic

Channing to Haste





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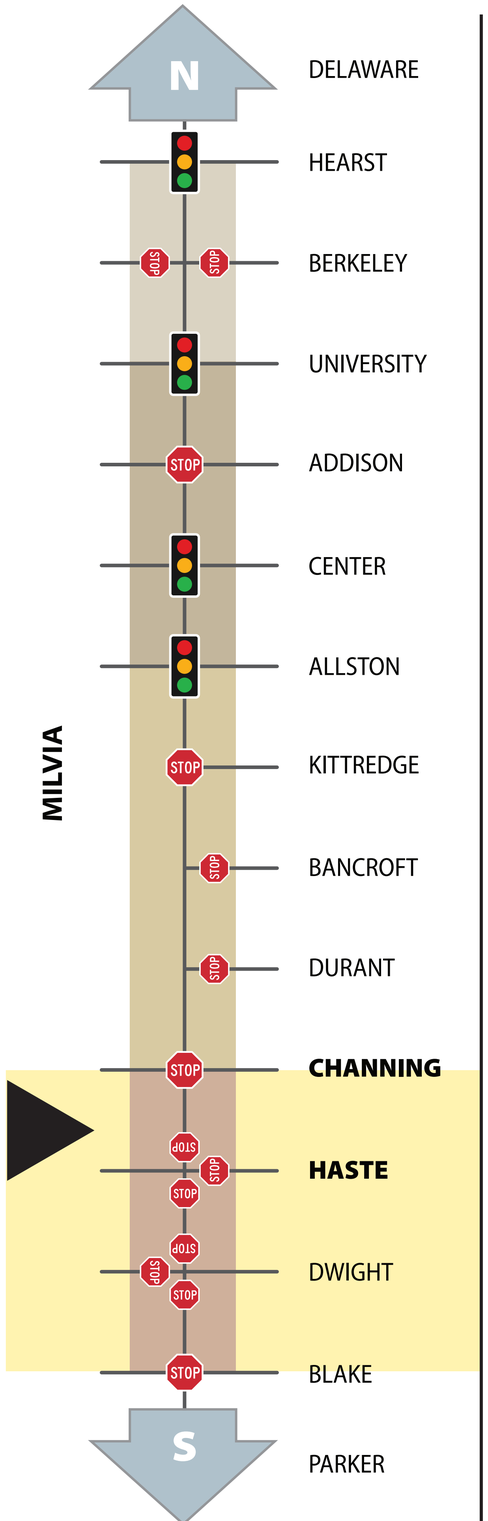
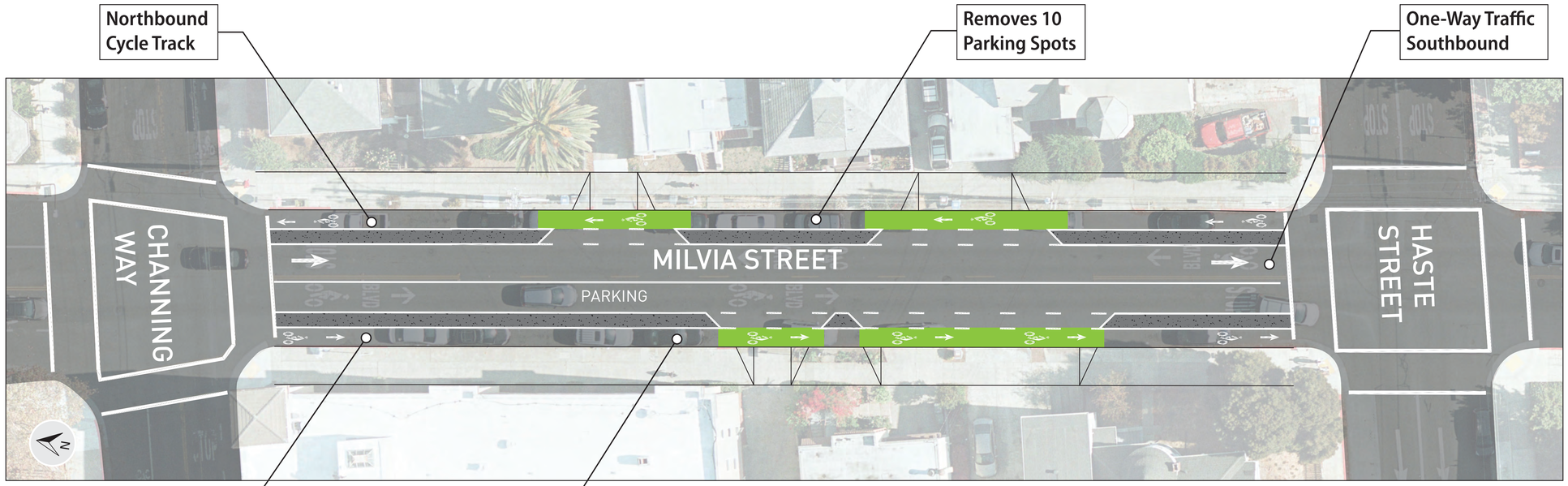
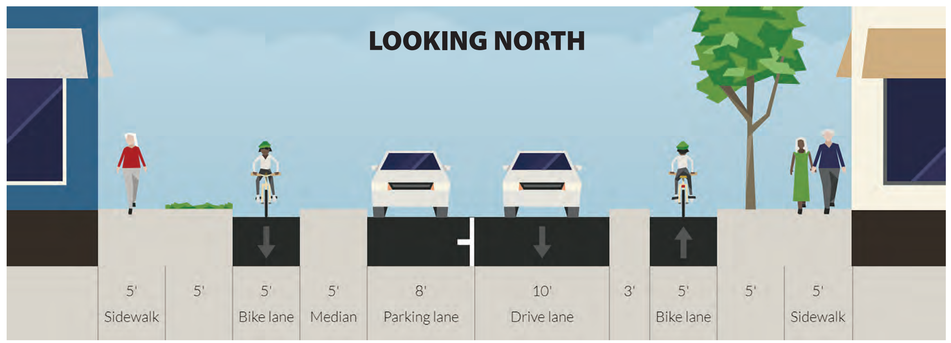


Long-Term Option 2: One-Way Cycle Tracks with One-Way Vehicle Traffic

Channing to Haste





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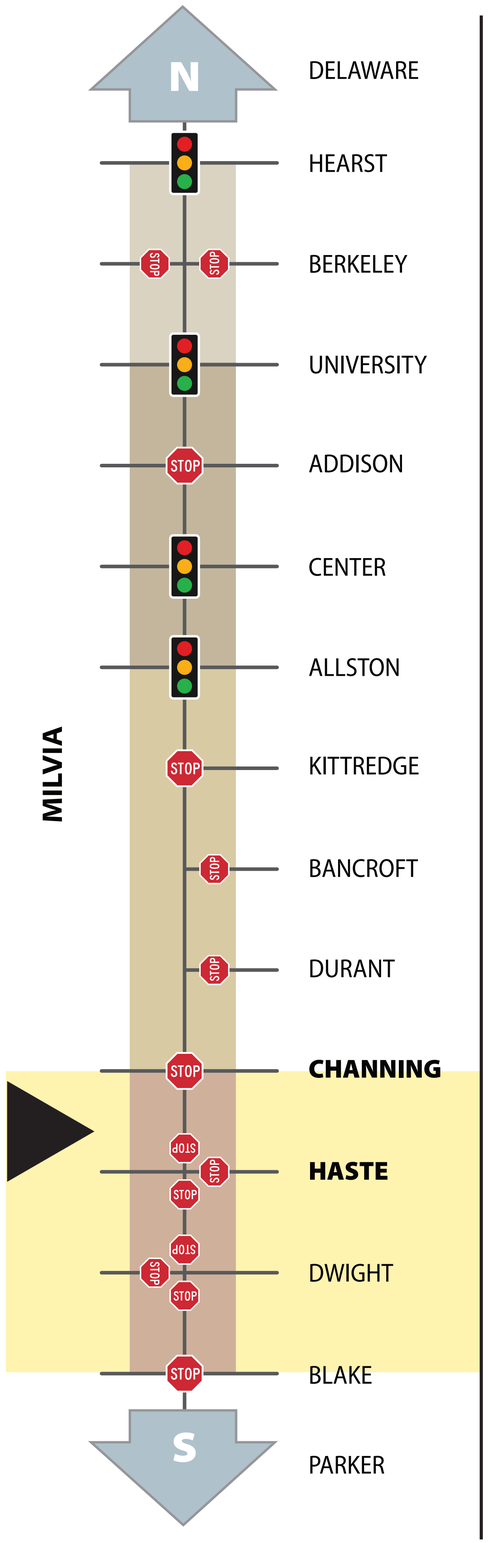
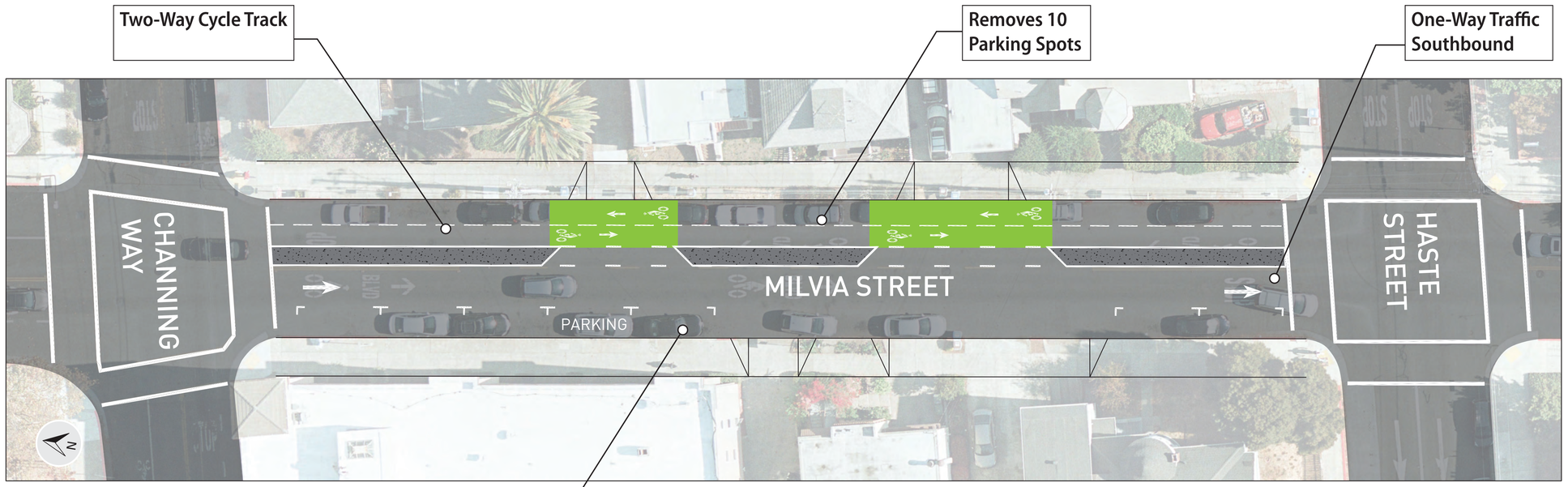
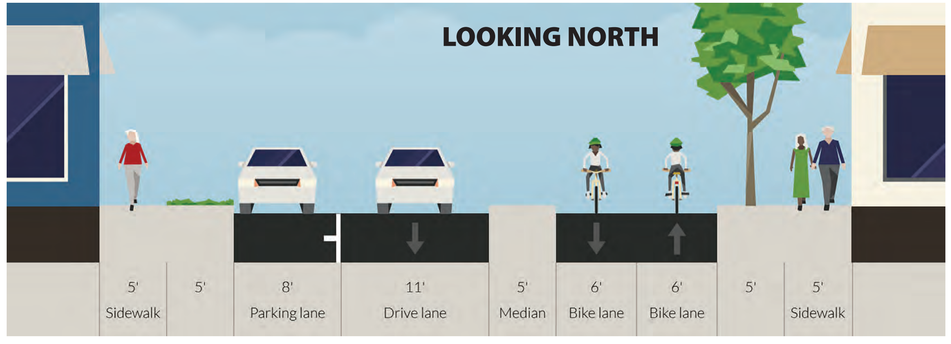
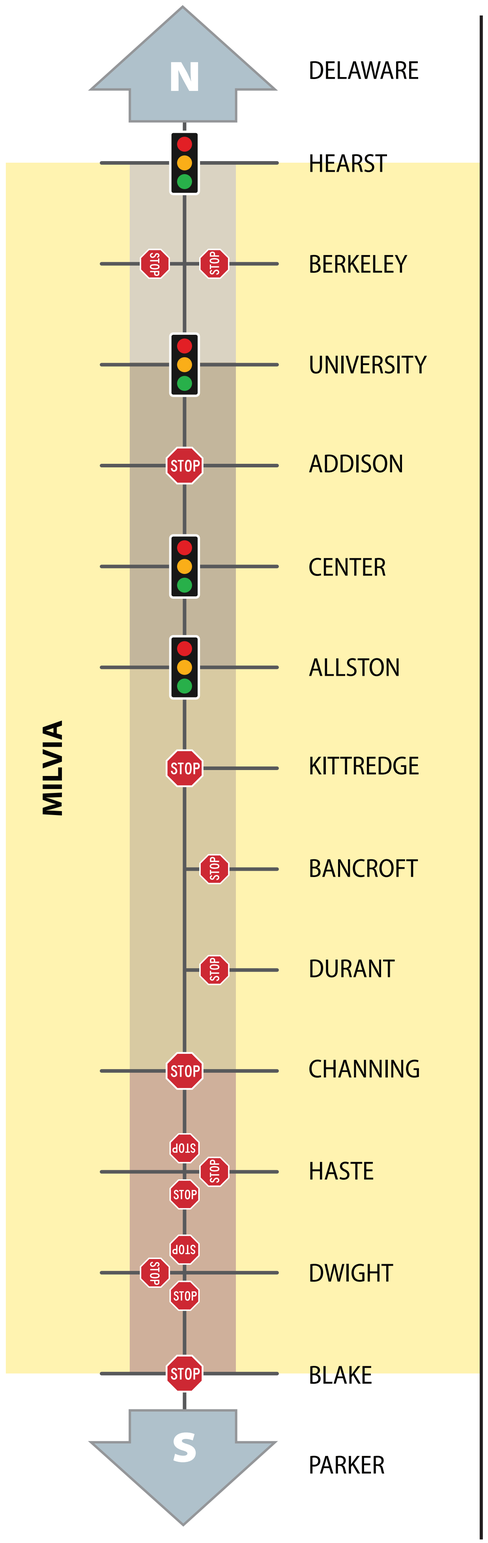


Long-Term Option 3: Two-Way Cycle Track with One-Way Vehicle Traffic

Channing to Haste





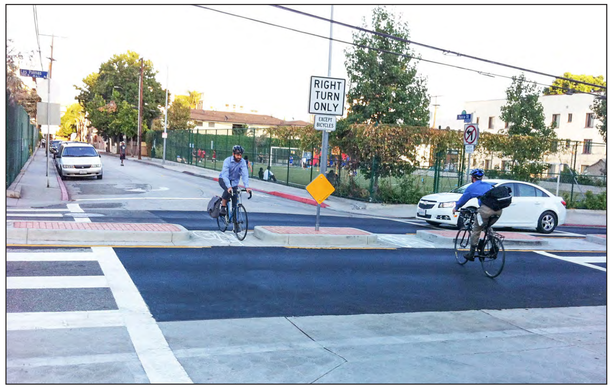


Long-Term: Intersection Measures

Protected intersection

Bike turn box

Markings through intersection



Restricted vehicle turns

Cycle track transition

Bicycle signal

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